

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

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EXCLUSIVE READERS' Q&A: **GWYNDAF EVANS**



*We speak to the proud dad and a true national rallying hero, **p20***

Rising BTCC star to handle WSR-run MB Motorsport 330e M Sport for 2022 contest

HILL GRABS DREAM MOVE TO BMW FOR TOURING CARS

EXCLUSIVE



Jake Hill will handle the MB Motorsport BMW



Hill: title in his sights

By Matt James

British Touring Car Championship hopeful Jake Hill will switch to an MB Motorsport BMW for the 2022 competition.

The 27-year-old, a three-time race winner in the BTCC, will drive the ROKiT-backed rear-wheel-drive car. He finished fifth in the points last season at the wheel of a Ford Focus. He says the switch to the new outfit will help him realise his aim of a the BTCC drivers' title.

"It has always been a dream of mine to work alongside WSR and BMW," said the Kent racer. "Now we have made that possible in 2022 thanks to some amazing people. I've been presented with an incredible opportunity and it's now down to me to make the most of it."

MB Motorsport boss Mark Blundell added: "Jake had an incredible season last year and matured as a driver. Bringing that level of ability into a new partnership with WSR is exciting. WSR and BMW have been the standard-bearers in the BTCC since we have been involved. We are looking forward to working with them."

Full story p5

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS

WRC SHOCK

LOEB JOINS M-SPORT FOR 2022 WORLD RALLIES

*French legend set to handle a Puma Rally1 machine **p7***



SPECIAL INVESTIGATION

KEEPING THE DRIVING STANDARDS UP



*We ask: is there too much contact in UK racing? **P16***





ATLAS AXLE PARTS, BLACKLINE

Atlas plate style diff, historic spec. with 'Boreham' mods, 18 tooth side gears £495.80 £594.96

SPARES

Spare side gears, 18 tooth each £32.50 £39.00
Motorsport plate kit £83.90 £100.68
Wavy plate each £16.30 £19.56
Atlas CWP, 3.4, 3.7, 4.6, 5.1 £251.80 £302.16

Atlas axle casing, thick tube, double pinned & breather
Pig's head only

£198.60 £238.32
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Axle end stubs, R/H & L/H thread
Axle locking rings, R/H & L/H thread
Locking ring adjustment tool
Caliper mount brackets, suit AP

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pair £21.90 £26.28
£25.50 £30.60
pair £29.50 £35.40

Fully-floating axle kit
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Fully floating hub assembly without shafts
Fully floating axle kit, inc. (2) F/F Hub assemblies
plus (2) '4340' halfshafts, 18 tooth
(choice of length)

pair £218.60 £262.32
£328.60 £394.38
£49.50 £59.40

Flange to suit F/F hub kit
SPARES
Studs
Seal pack
Bearing, top quality
770mm '4340' halfshaft, 18 tooth
820mm '4340' halfshaft, 18 tooth

each £5.90 £7.08
pack £13.90 £16.68
each £38.90 £46.68
each £77.50 £93.00
each £82.50 £99.00

All Blackline halfshafts Group 1 and Group 4 are manufactured from 4340 alloy steel and have induction hardened teeth to Rockwell 50 HRC specifications. 4340 is about twice as strong as 1040 (the material which OEM halfshafts are normally manufactured from). It has a high degree of ductility to absorb shock loadings of abrupt acceleration, taking some load off the differential and CWP. However, it has a very high yield strength to sustain high torque loads without failure. 4340 is the ideal halfshaft material.

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Halfshaft flange, not F/F, suit std. axle

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pair £51.00 £61.20
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ENGLISH AXLE PARTS, BLACKLINE

English plate style diff (30/90 ramps)
Available 18 tooth (mats with semi-floating conversion kit)
Available 22 tooth (mats with std. halfshaft)
Spare plate kit
Spare side gears, 18 or 22 tooth (please state)
English CWP, 3.54, 3.7, 3.9, 4.1, 4.4, 4.7, 4.9, 5.1, 5.3
Spare side bearing, top quality
Crush washer
Crown wheel bearing
Pinion bearing
Atlas into English semi-floating hub kit, inc. (2) '4340' halfshafts, 18 tooth
English axle weld-on brace ring
Special 10mm axle brace, English axle
SPARES
Semi-floating hub assembly (less bearing)
Bearing '4340'
Halfshaft, suit semi-floating kit
Flange, not semi-floating, suit std. axle
Flange, Group 1 type
Brake disc, 265 x 10

£395.80 £474.96
£395.80 £474.96
£39.50 £47.40
£32.50 £39.00
£231.50 £277.80
£19.90 £23.88
£5.90 £7.08
£9.90 £11.88
£14.90 £17.88
£443.80 £532.56
£39.90 £47.88
£99.50 £119.40
each £144.40 £173.28
£48.90 £59.76
£77.50 £93.00
£59.50 £71.40
£59.50 £71.40
each £34.50 £41.40

HELICAL LSDs, BLACKLINE

English axle, Caterham, 22 spline £324.00 £388.80
Atlas axle, 16 spline £354.00 £424.80
Ford FWD - Escort, Fiesta, Focus, KA, Orion, Puma (BC/1B5 trans) £399.00 £478.80
Sierra 7", Caterham £399.00 £478.80
Focus ST170, Mini Cooper 'S' (6-speed Getrag box) £399.00 £478.80
Mazda MX5 (94-05) £399.00 £478.80

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4-speed bearing type gearlever £38.50 £46.20
5-speed bearing type gearlever £40.50 £48.60
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M10 ally 'Pro' gearknob £14.90 £17.88
M10 white or black nylon gearknob £12.50 £15.00
Propshaft, Type 9 - English or Atlas axle £89.50 £107.40



Wilwood brakes kits from
£299.51 £359.41

ESCORT BRAKING PARTS

Wilwood brakes kit, 265x10, Powerlite caliper
Wilwood brakes kit, 247x20, Midlite caliper
Wilwood brakes kit, 285x21, Midlite caliper
Balance bar pedal box, cable clutch
Balance bar pedal box, hydraulic clutch
RMD master cylinders
Wilwood master cylinders
Wilwood proportioning valve, knob
Wilwood proportioning valve, lever
Blackline 'swaged' stainless brake lines, 3-line
Classic Ford wheels

£299.51 £359.41
£468.49 £562.19
£571.40 £685.68
£189.50 £227.40
£215.00 £258.00
from £21.50 £25.80
from £29.50 £35.40
£42.50 £51.00
£57.50 £69.00
£29.74 £35.69
£69.00 £82.80
£76.00 £91.20
£87.50 £105.00
£99.00 £118.80

Classic Ford wheels from
£69.00 £82.80

Poly 'bump stops, top axle mounting
Escort 11/1300 front springs, 145-220lbs
Escort RS front springs, 145-220lbs
1.9" & 2.25" coil springs, 20,000 in stock!
Adjustable spring seat kit
Helper spring adaptor, 2.25"-2.25"
Gaz, adjustable front shocks
Gaz, adjustable (3-way) front shocks
Gaz, adjustable rate rear shocks
Quick steering racks

pair £8.12 £9.75
pair £33.80 £40.56
pair £33.80 £40.56
from £15.90 £19.08
£24.50 £29.40
£10.50 £12.60
£67.60 £81.12
£299.50 £359.40
each £65.00 £78.00
RH 2:9 ratio £119.50 £143.40
RH 2:4 ratio £139.50 £167.40
LH 2:4 ratio £149.50 £179.40

H/duty quick steering racks

RH 2:4 ratio £174.50 £209.40
RH 2:2 ratio £204.50 £245.40
LH 2:4 ratio £184.50 £225.40
LH 2:2 ratio £214.50 £257.40

OEM style steering rack mounts
Roller bearing top mount - spherical bearing
Roller bearing top mount - roller bearing
Roller bearing plastic dust covers
Spherical bearing race type top mounts

pair £16.80 £20.16
each £49.50 £59.40
each £49.50 £59.40
pair £9.50 £11.40
pair £49.60 £59.52

TCA's 'Pattern' style



pair £36.50 £43.80
pair £63.50 £76.20
£14.90 £17.88
£59.50 £71.40
£31.00 £37.20
£106.50 £127.80
£28.50 £34.20
£10.50 £12.60
£19.80 £23.76
£119.50 £143.40
£185.00 £222.00
£65.00 £78.00
£17.00 £20.40
£23.50 £28.20
£96.95 £116.34
£128.00 £153.60
£130.00 £156.00
£69.50 £83.40
£79.50 £95.40
£9.60 £11.52
£49.50 £59.40
£10.90 £13.08
£199.50 £239.40
£49.50 £59.40
£44.90 £53.88
£51.50 £61.80
£12.90 £15.48
£137.00 £164.40
£16.50 £19.80
£119.50 £143.40
£13.90 £16.68

TCA's 'OEM' style
TCA bush insertion tool
Twin cam anti-roll bar
Anti-dive kit
World cup X-member
World cup mounts
RS2000 track rod ends
Group 4 style all steel U/J coupling
4-link kit
Heavy duty 4-link kit
Group 4 round turret kit
Mk1 spring shackles
Mk2 spring shackles
OEM Escort RS struts
Group 4 spec. front RS struts
Escort RS stub axles
RS steering arms
Heavy duty steering arms, gusseted
Quick fit steering arm kit
Ally hubs - standard or Group 4
Stub axle hardware kit
Watts linkage kit
Taper leaf springs, 146lb rate
Ally tube strut brace, round tube
Work style 60mm oval tube strut brace
Rear lamp protectors
Chassis mounted sump guard, wet sump
Kaylan mudflaps, 4mm (500x300)
Body jacking kit
Ford hub nut socket, 3/4"D, 65mm

pair £36.50 £43.80
pair £63.50 £76.20
£14.90 £17.88
£59.50 £71.40
£31.00 £37.20
£106.50 £127.80
£28.50 £34.20
£10.50 £12.60
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£44.90 £53.88
£51.50 £61.80
£12.90 £15.48
£137.00 £164.40
£16.50 £19.80
£119.50 £143.40
£13.90 £16.68

OEM TCA's
£63.50
£76.20



Mk2 front wing
£72.10
£86.52

Mk1 Mexico front wing, LH or RH each £265.22 £318.27
Mk2 front wing, LH or RH, std. each £72.10 £86.52
Mk2 front wing, LH or RH, RS2000 each £175.00 £210.00

Full listing of all Mk1 and Mk2 body panels on our website

www.rallydesign.co.uk



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£179.60 £215.52

X-Flow ally radiator £179.60 £215.52
RS2000 (Pinto) ally radiator £179.60 £215.52
13/235 oil cooler £50.10 £60.12

Lockable fuel filler cap assembly
£49.50 £59.40

Silicone hose kit, Mexico or RS2000 (available blue, black or red)
£62.34 £74.81



WCP Interrupter pump
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WCP interrupter fuel pump £29.00 £34.80
WCP solid state fuel pump £19.00 £22.80
WCP injection fuel pump from £32.19 £38.63
Bonnet pin kits, stainless £5.00 £6.00
Bonnet pin kits, alloy £7.00 £8.40
Aerocatch from £31.00 £37.20
Avanti map light from £19.50 £23.40
Manifold wrap, 2" x 15 metres (50ft), Vermiculite £29.60 £35.52
Roll cage padding, 3ft, B1 fire rating £6.00 £7.20

M16 calipers to fit standard discs, pair £89.00 £106.80
M16 calipers to fit vented discs (no spacers needed), pair £98.50 £118.20
M16 caliper, shouldered bolts, set of 4 £10.99 £13.19
Group 1 vented discs (247x20), pair £39.00 £46.80



M16 Calipers from
£89.00 £106.80

4.25 ltr FIA plumbed-in fire system, full installation kit, FIA homologation EX 037.13
Kit £159.80 £191.76

Escort Laminated & Heated Screens

Escort Mk1 front laminated screen (incl. rubber) £69.50 £83.40
Escort Mk2 front laminated screen (incl. rubber) £69.50 £83.40
Escort Mk1 front heated laminated screen (incl. rubber) £198.60 £238.32
Escort Mk2 front heated laminated screen (incl. rubber) £198.60 £238.32
Escort Mk1 front screen rubber £24.92 £29.90
Escort Mk1 rear screen rubber £23.92 £28.70
Escort Mk2 front screen rubber £29.08 £34.90
Escort Mk2 rear screen rubber £29.08 £34.90
Laser windscreen chip repair kit £13.90 £16.68
14" or 17" rear view mirror £14.90 £17.88

Escort Mk2 Rubber Parts

Bonnet bump stop pair £6.20 £7.44
Bonnet rail bump stop, set of 4 £10.90 £13.08
Bonnet bump stop, centre-rear £5.10 £6.12
Wiring loom bulkhead grommet £6.90 £8.28
Bonnet release cable grommet £5.20 £6.24
Steering column bulkhead grommet £7.20 £8.64
Handbrake backplate dust boots pair £7.10 £8.52
Spedo cable bulkhead grommet £5.20 £6.24
Throttle pedal pad £5.20 £6.24
Brake and clutch pedal pads pair £8.00 £9.60
Shock absorber top caps pair £13.90 £16.68
Rear bumper side plugs, set of 4 £9.90 £11.88
Oil line bulkhead grommet £5.10 £6.12
Brake servo rod bellows £5.20 £6.24

COMMENT

Photo: Jakob Ebrey, M-Sport



Crash, bang, wallop: Racers on the national scene have come under the spotlight

RACING TO THE RULES, PLEASE

There can be nothing more frustrating for a racing driver than to be punted off the circuit by an out-of-control rival. But the frustration levels can rightly boil over when that action has been caused by someone who is racing recklessly.

The hours of preparation, the graft in the background, the work to just put a racing car onto the race track in the first place is tough enough. To then have all of that effort ruined by someone who has stepped over the mark is soul destroying – and it seemed to be happening all too often last season.

Graham Keillor's special four-page investigation into driving standards in UK motorsport is revealing, but it is also worrying. There was a general feeling in 2021 that some of the moves were becoming dangerous and were going beyond the pale.

We speak to some of the men who have seen the problem first-hand and look at some of the solutions that might need to be put into place to stamp out the problem in the forthcoming year.

Elsewhere in this issue, Gwyndaf Evans pulls up a chair and tackles the Motorsport News readers' questions. The loquacious Welshman tackles a range of subjects covering a decorated career and he is a man who has a unique insight into the current issues facing rallying as a whole as the father of one of the World Rally Championship's superstars.

We look back at the highlights of the short oval racing calendar from 2021, where the men and women went toe-to-toe around the stadiums of the UK. Tom Harris was the king of the BRSCA F1 brigade and Rob McDonald reasserted himself as the finest National Hot Rod racer of the campaign. Our experts Graham Brown and Colin Casserley pick out their moments of the previous 12 months.

Reigning British Touring Car Championship title-holder Ash Sutton's recent decision to join Motorbase Performance alongside Dan Cammish has put a spring in the step of all those who work at the team, and will no doubt cause some furrowed brows among the squad's on-track rivals. But one who won't be concerned is Jake Hill. The three-time race winner has grabbed an opportunity to switch to a BMW, run by WSR and fielded under the MB Motorsport banner. It is yet another potent combination on the grid that means the BTCC will be just as tough a nut to crack as it has ever been.

Also in this issue, our staff look ahead to the events that are likely to impress in 2022 and ones that will be a pleasure to report on in these pages over the next 12 months. Turn to page 26 to make sure you don't miss out, and we will see you trackside and stage-side soon.

Matt James

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MOTORSPORT NEWS

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IN THIS ISSUE



Hill lands top BTCC drive in a BMW

Star will swap to a WSR-tended MB Motorsport machine in 2022

**M-Sport finally gets its man**

Nine-time champion Sebastien Loeb joins the British team for WRC

SPECIAL INVESTIGATION:
UK's driving standards

We find out if the rough-and-tumble on UK tracks has gone too far



Readers' Q&A:
Gwyndaf Evans

The Welsh rallying hero tackles the posers from the Motorsport News readership



How Motorbase has created a BTCC dream team

News: Racing	4
News: Rallying	7
News: Historics	11
Column: Matt James	13
Review: Short oval highlights	14
Insight: Driving standards	16
Q&A: Gwyndaf Evans	20
Preview: Our 2022 favourites	26
Feature: Motorbase	29
Feature: The Weardale clan	32
Column: McKenzie Cresswell	34
What's on/readers photos	35

FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P35

RACING NEWS

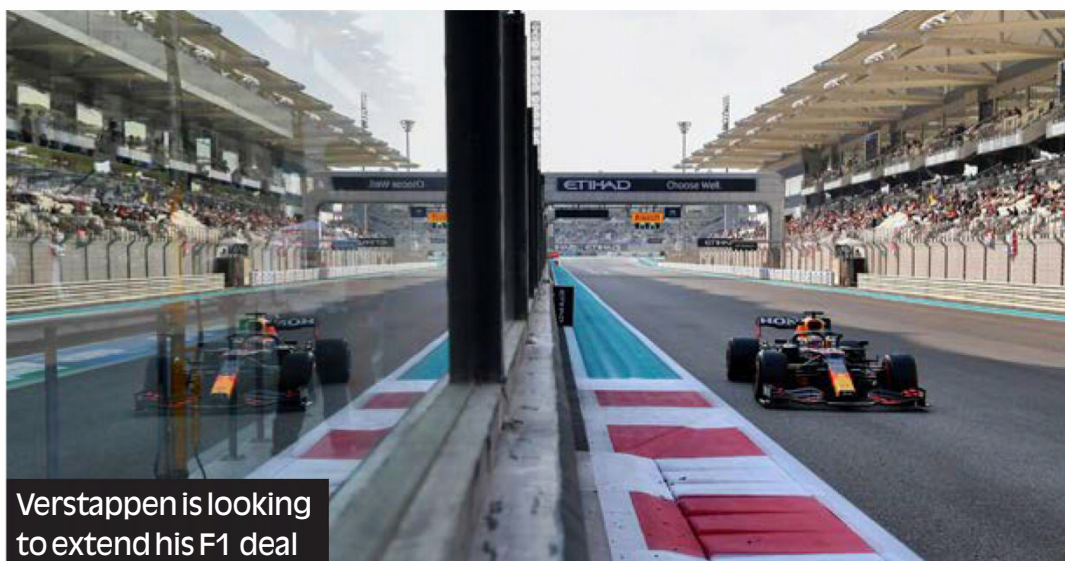
F1 BOSSES LOOK AT MANDATORY VACCINATIONS

Bosses of the health protocols in Formula 1 are considering making it compulsory for all personnel within the paddock to be vaccinated in 2022.

Bruno Famin, the FIA's director of operations, said that while no decision had yet been taken, the rise of the Omicron variant in Europe had led to discussions about making jabs mandatory.

He told autosport.com: "The pandemic is increasing a lot and the hospitals are getting full again. Hundreds of thousands of people are contaminated every day in Europe and we have to be very careful. We know that in some places, in some countries, at some events, mandatory vaccination is progressing. It's something we may consider, but for the time being nothing has been decided yet."

While several drivers – including the then World champion Lewis Hamilton – were forced to miss races in 2020 due to the pandemic, the line-up was only affected by the virus once throughout the 2021 campaign.



Verstappen is looking to extend his F1 deal



Horner (left) is due to remain with the title-winning team until 2026

RED BULL TAKES STEPS TO KEEP DREAM TEAM TOGETHER FOR THE LONG TERM

Christian Horner signs until 2026, and champion Verstappen looks for new deal too

By Matt James

Red Bull team boss Christian Horner has committed his future to the F1 drivers' title-winning team until 2026.

World champion Max Verstappen is tied to the team after signing a contract in 2020 that runs through until the end of 2023. The Dutchman will soon start talks over a further extension. Horner's new deal

with the Milton Keynes team will offer the operation some stability.

Verstappen's team-mate, Mexican Sergio Perez, raced with a one-year deal in 2021, but he too has renewed his deal for a further 12 months.

Team advisor Helmut Marko said in a joint television interview with Verstappen late last season that the aim of the team was to keep the successful nucleus together going forward.

Marko said: "Christian is the team principal, he is in the public eye and I am more in the background. But we coordinate things quite well, we set the direction of the team, and also of our staff. In political issues we usually speak the same language, and I believe our success proves us right."

"[Red Bull owner] Dietrich Mateschitz said, 'Christian who?' in the beginning as Christian had zero experience in Formula 1. But I already knew him from Formula

3000 and other junior categories and I knew about his ambitions and skills. Now that has developed into something great."

"He is a charismatic team boss who, by the way – even before you [turning to Max Verstappen] – was in the process of extending his contract until 2026. Within the whole team, or at least the top positions, we want to have stability for the transition years coming up, when the new regulations come in. We have a solid team for that."

SCHUMACHER AND GIOVINAZZI SNARE FERRARI RESERVE ROLES



Schumacher leads Giovinazzi: both will share Ferrari job next season

Mick Schumacher and Antonio Giovinazzi will share the reserve driver role for the Ferrari Formula 1 team this season.

Both are part of the Ferrari Driver Academy. Giovinazzi raced for Alfa Romeo in 2021 but has been replaced for 2022 by Chinese racer Guanyu Zhou.

Schumacher will enter his second season in the top flight with the Ferrari-powered Haas team. Should Schumacher be called up to Ferrari to step in for one of its race drivers during the forthcoming season, Haas would call upon its reserve, Pietro Fittipaldi.

When quizzed about signing Schumacher, Ferrari head Mattia Binotto said: "He's had already one season in F1,

which is important. Mick did well, he improved himself not only in terms of consistency, but as well in terms of speed."

"If you look at the last races, he was a lot closer to the cars ahead, and Haas didn't develop the car at all. The fact he was closer proved he had a good improvement on the speed itself. He will be driving 2022 cars next year, they will be a lot different to the current one in terms of driving style. It will be important to have one driver who knows those cars being reserve."

"I can count still on Antonio because he's a good driver, he has proved to be a good driver. Antonio will have a full programme of simulator, in terms of bringing him up to speed in terms of 2022 driving style."



Zanardi continues recovery

ZANARDI OUT OF HOSPITAL 18 MONTHS AFTER CRASH

Paralympic handbike champion and racer Alex Zanardi has left hospital after a serious road accident 18 months ago left him with serious head and facial injuries.

The ex-F1 driver was involved in a collision with a truck during a handbike race in Italy in June 2020, and has undergone extensive treatment since then. The 55-year-old, who lost both legs in an IndyCar accident in 2001, had undergone multiple operations.

Zanardi's wife Daniela told a recent interview with BMW that the Italian had left full-time treatment and was now continuing his recovery at home.

She said: "An important step was that Alex was able to leave hospital and is back at home with us now. We had to wait very long for this and are very happy that it was possible now, even if there are still temporary stays in special clinics planned for the future to carry out special rehabilitation measures on site."

"We would like to express a big 'Grazie' to all who send their good thoughts and power to Alex."

LATIFI SPEAKS OUT ON SOCIAL MEDIA TROLLS

Williams F1 driver Nicholas Latifi has spoken of death threats he received on social media following the controversy at the end of the 2021 Abu Dhabi Grand Prix.

It was Latifi's lap 50 crash into the barriers that brought out the safety car. That prompted the highly controversial last-lap dash between Lewis Hamilton and Max Verstappen that decided the outcome of the World championship.

In a statement, Latifi said: "As we've seen time and time again, across all different sports, it only takes one incident at the wrong time to have things completely blown out of proportion

and bring out the worst in people who are so-called 'fans' of the sport."

"What shocked me was the extreme tone of the hate, abuse, and even the death threats I received."

The Canadian racer said that while he backed the freedom of fans to voice an opinion, some of the comments directed at him were beyond the mark. He added: "Many of the comments I received last week crossed the line into something far more extreme. It concerns me how somebody else might react if this same level of abuse was ever directed at them. No-one should let the activities of a vocal minority dictate who they are."



Latifi received death threats after his crash during the Abu Dhabi GP

JAGUAR THOUGHT TO BE CONSIDERING LE MANS 24 HOURS RETURN

A Le Mans programme could be under consideration by Jaguar after its motorsport operations have been restructured.

The Tata-owned firm has been active in Formula E in recent seasons, and the FE team boss James Barclay has been appointed as managing director of motorsport for the Jaguar Land

Rover group as part of the reshuffle of its operations. He told The Race website: "Our new CEO Thierry [Bolloré] and I had a conversation around structuring motorsport, to make sure it really sits across the organisation."

Jaguar has a huge history at Le Mans with five victories in the twice-around-the-clock classic.

New Le Mans Hydrogen-Electric regulations are thought to be of interest to the Jaguar Land Rover group.

"A really important part of my role is to make sure we're monitoring the developments in the sport," added Barclay. "We're committed to Formula E. But it's important that we also look at other opportunities that could happen."



Famous colours at Le Mans 1990

RACING NEWS



Moffat (l) and Patterson

SCOTTISH TEENAGER TO LINE UP FOR LASER TOOLS IN THE 2022 BTCC

Junior single-seater driver Dexter Patterson will drive the title-winning Laser Tools Racing Infiniti Q50 in this season's British Touring Car Championship.

The 18-year-old, who raced in British Formula 3 in 2021, sampled the tin-top at a test at Snetterton last month and has now decided to join the category full-time. He will line up alongside race winner Aiden Moffat in the rear-wheel-drive machine.

"I loved the Infiniti [when I tested it]," said Patterson, who was a member for the Sauber Junior Team from 2019 through to 2021. "It is certainly different to the single-seaters that I'm used to! It was a bit slippery in the morning session, but as the track dried off in the afternoon we went onto slick tyres and I was very happy with my lap times.

"The brakes take a bit of getting used to though — in the single-seater I can see when the tyres are about to lock up and I can brake much later. So, I'm really looking forward to the extended test sessions pre-season and, of course, getting used to the new hybrid car."



Chandhok fancies a roof...

F1 MAN CHANDHOK HAS BTCC RACE AMBITIONS

Former Formula 1 driver Karun Chandhok says he would love to race in the British Touring Car Championship in the future and had investigated a drive in 2022's contest.

The 37-year-old, who took part in 11 grands prix, is now a broadcaster on Channel 4's F1 coverage and is a presenter on Channel 5's Fifth Gear programme. The Indian said he explored options to join the BTCC in 2022 but commitments elsewhere meant it was impossible, yet he hasn't ruled out joining the series in the future.

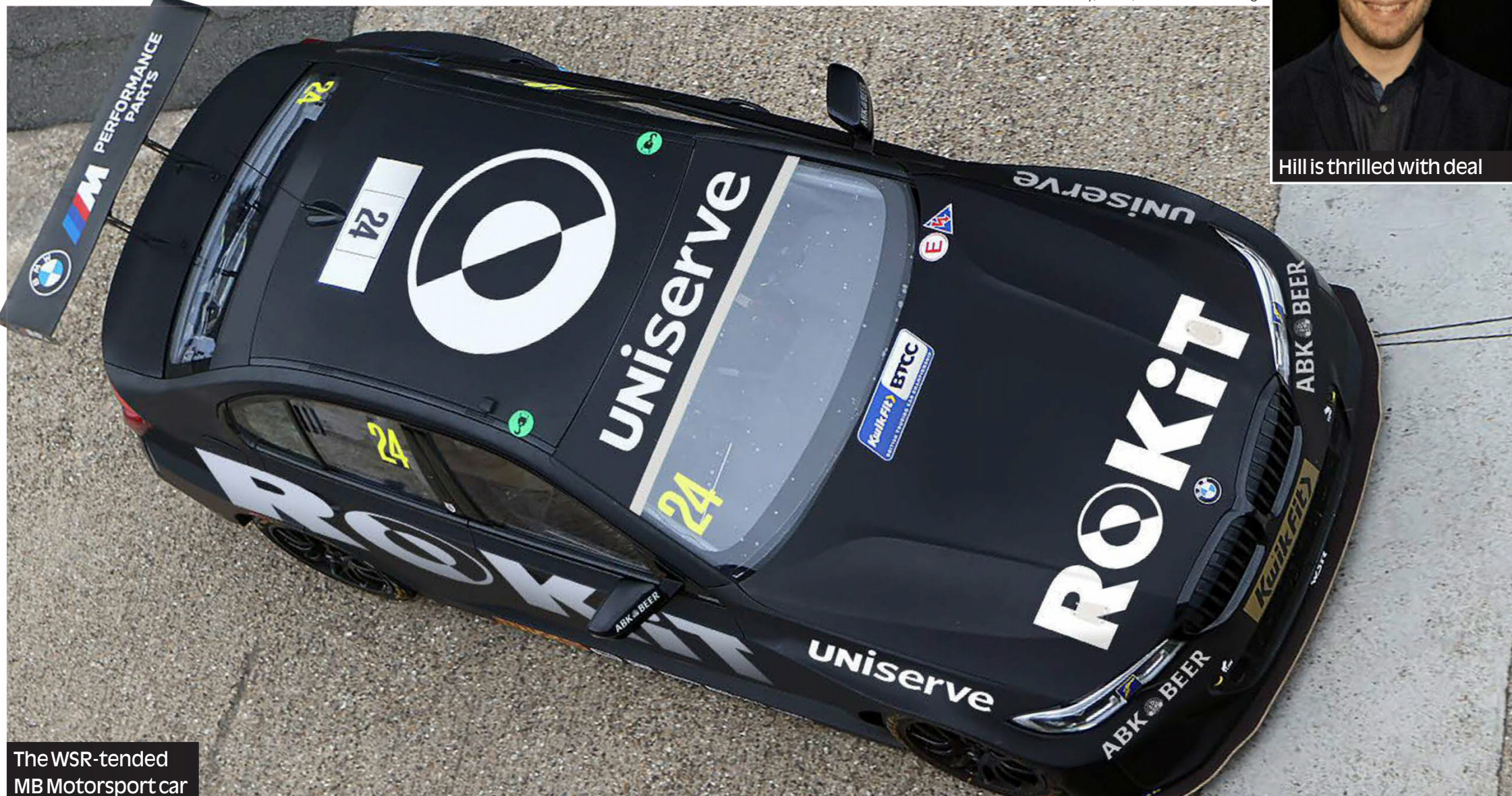
He said: "I work with [two-time BTCC champ] Jason Plato on Fifth Gear and I have had long conversations with the BTCC boss Alan Gow, too. I looked at some avenue with teams for 2022, but I am just too overloaded with other commitments.

"But it is something I would love to do, maybe in 2023. It is a great series and it is one form of motorsport I have never really tried yet. Watch this space."

HILL LINKS UP WITH WSR FOR RENEWED MB MOTORSport BTCC ATTACK

Kent racer snares a BMW 330e M Sport drive for 2022 British touring car assault

Photo: Jakob Ebrey, WSR, LasterTools Racing



The WSR-tended MB Motorsport car



Hill is thrilled with deal

By Matt James

British Touring Car Championship racer Jake Hill says will be able to galvanise his position as a title challenger when he switches to an WSR-run BMW 330e M Sport for this year's campaign.

Hill has raced with MB Motorsport for the last two seasons and was one of the

five drivers in with a chance of scooping the crown going into the final meeting of the season at Brands Hatch last term. He took two wins in '21 and finished fifth in the table in his Ford Focus.

Mark Blundell's MB Motorsport team has now split from Motorbase, which had run Hill's Ford, and will forge a new partnership with WSR. WSR, the multiple title-winning team, will build and look after the MB

Motorsport-branded machine, that will be backed by ROKiT.

Hill, 27, said he was delighted with the deal. He explained: "The last few seasons in the BTCC have just been getting better and better and I truly believe that working with MB Motorsport powered by ROKiT alongside WSR means that anything is possible again for 2022. I've been presented with an incredible opportunity and it's now down to

me to make the most of it."

WSR has yet to confirm the other two drivers in the rear-wheel-drive machines for this season but team boss Dick Bennetts said he was delighted to link up with Hill.

Bennetts said: "Jake is someone we've been keeping an eye on for a number seasons, who had a real breakthrough campaign this year and came close to winning the title.

"Although his BTCC experience has largely been in front-wheel-drive machinery, he's amassed plenty of wins in rear-wheel-drive cars in both the BTCC support categories and in high-level historic motorsport. We have a long history of working with promising drivers and helping them to become champions and we're sure that Jake has the potential to be the next in line."

NEATE BACK FOR BRITISH F4 TITLE TILT

Teenager Aiden Neate will return for a second year in British Formula 4 this season with the Argenti team for a full assault on the championship.

Neate, son of British Touring Car Championship racer Andy, made his British F4 debut with Argenti the day after his 15th birthday at British F4's third meeting of last season at Brands Hatch in late June. He finished sixth on debut then took three third places in the season's remainder.

Neate said: "I developed a lot as a driver across a part-season in the championship last year, and by the end we were regularly up front with the title contenders battling it out for podium finishes.

"I'm confident we can hit the ground running, and I'm sure a lot of my experience in the old car



Neate will return with sights on British F4 title

will transfer to the new one, which was another big draw in wanting to compete in the series again."

McLaren junior Ugo Ugochukwu meanwhile has been unveiled as Carlin's

first driver signing for 2022's British F4 season. The New Yorker, who turns 15 on the eve of the new season, joins the squad that has taken four British F4 drivers' titles since 2015.

LATEST MOTORSPORT UK VOLUNTEER AWARD WINNERS REVEALED

Charley Webber, Dukeries Motor Club and the team behind the Old Forge Mewla Rally are the winners of Motorsport UK's 2021 volunteer, club and organising team of the year awards respectively.

Rescue and safety official Webber has been an active motorsport community member for three decades, and alongside wife Zoe runs CAM Rescue that provides crucial UK track and stage-side support.

Dukeries Motor Club was recognised for its excellence in membership communication, embracing new technologies in the wake of Covid and delivering a strong calendar of events despite current global challenges.

The Old Forge Mewla Rally team organised only the second major motorsport event in Wales during the pandemic, and switched to contactless timing and registration, plus had to fill short-term staff replacements — including for the clerk of the course — and safeguard the venue through ensuring

spectators did not attend.

Motorsport UK CEO Hugh Chambers said: "The judging panel had some tough decisions to make, and I must congratulate all our very worthy winners.

"There is no doubt that without our clubs, volunteers and competitors coming together, the sport would simply not be able to operate, particularly as the Covid-19 pandemic continues to throw up new challenges."



Webber has earned accolade

RACING NEWS

Photos: Jakob Ebrey, Praga



Browne: family affair

FESTIVAL WINNER BROWNE TO USA

Formula Ford Festival winner and GB3 racer Jonathan Browne is switching to America’s Road to Indy ladder this year after signing with Turn 3 Motorsport for 2022’s Indy Pro 2000 championship.

Turn 3 Motorsport is owned by a familiar face to Browne in Peter Dempsey, son of prolific Formula Ford team boss Cliff Dempsey with whom Browne did much of his Formula Ford racing, including in 2021’s Festival with the new Vamos Racing where Cliff ran his car. Peter was also Browne’s team-mate at the 2018 and ’19 Festivals.

Irishman Browne dominated 2019’s Festival, and last year stepped up to GB3 with Hillspeed for the final three meetings of the year and finished third in his first race.

Browne said: “Having personally known Peter for a long time now, I know that I will be getting a top car with top personnel and should settle in quickly. This season will have a steep learning curve with a new car and also new tracks to learn, but I’m ready to get going and look forward to see what we can achieve together.”



Balon (r) races with Mitchell

BALON TARGETS LONG-AWAITED BRITISH GT CHAMPIONSHIP IN '22

Frontrunning Barwell racer is looking to make good on 2021’s driving improvements

By Graham Keilloh

British GT frontrunner Adam Balon is seeking a long-awaited British GT title in 2022 after confirming he’ll remain alongside 2020 champion Sandy Mitchell at reigning title-holding team Barwell Motorsport.

Am driver Balon stepped up to British GT3 in 2019 racing for Lamborghini Huracan-specialist Barwell and pairing with Phil Keen, finishing fourth and third in the table in 2019 and ’20 respectively.

With Keen’s 2021 departure for WPI, Balon paired with Mitchell and again finished third in the



The various unusual aspects of 2021’s season helped Am racer Balon improve driving

standings, recovering from a Brands Hatch opener non-score when Balon was hit by James Cottingham’s RAM Mercedes.

Balon told Motorsport News: “This year it’s definitely about trying to win the damn thing for a change. Same again but go two places better.

“I got to grips a bit more with the

downforce [in 2021] and releasing the brake into higher-speed and mid-speed corners. I could always do the technical stuff quite well, I was losing time in the faster stuff.

“I made progress where I wanted to make the progress and now it’s about trying to do that consistently.

“[The Brands non-score] actually meant I could not worry

too much about the championship and worry about just trying to drive well.

“The intensity of doing quite a lot of races close together over the [2021] summer I really enjoyed, you stay in the zone a bit more. It’s [usually] four weeks between races and for us Ams your head’s full of other stuff.”

PORSCHE RETURNS TO BRITISH GT4 RANKS WITH 16-YEAR-OLD HOPKINS

Porsche will return to British GT’s GT4 contest this year as Team Parker Racing expands its programme with the all-new Porsche 718 Cayman RS Clubsport and 16-year-old Seb Hopkins driving.

Team Parker raced in British GT3 last year with Nick Jones and Scott Malvern driving, and is expected to remain in GT3 this year and is set to confirm its plans imminently.

Hopkins turned 16 on New Year’s Eve and will become one of the youngest drivers in the championship’s history when he makes his bow at Oulton Park in April, though will fall short of Tom Canning’s youngest British GT driver record.

Hopkins finished third in last year’s Ginetta Junior standings, having made his car racing debut in the same series in 2020

and finished fifth. His co-driver for 2022 is also expected to be announced soon.

Hopkins said: “It’s going to be a big step, but it’s something that we need to do and will hopefully benefit my career.

“My driving style definitely suits the more endurance style of races and championships. The aim would be Le Mans like many other people, and I think this is the first step.”



The all-new Porsche 718 GT4 will make British GT bow



Idola Motorsport is one of three teams

FURTHER PRAGA CUP DETAILS REVEALED

The first three teams have signed up to compete in this year’s inaugural one-make Praga Cup and further details have been unveiled for the high-performance R1 contest starting this March.

The University of Wolverhampton, Tim Gray Motorsport and Idola Motorsport, the last of which has grown out of Praga R1 UK dealer VR Motorsport, are the confirmed competing trio, with more teams set to announce participation

in the coming weeks.

The Praga Cup’s format will be one-hour endurance races on Saturdays and Sundays, aside from April’s Oulton Park round which is Saturday only.

The new contest will also have Pro-Am driver line-ups, points awarded throughout the field, mandatory timed pitstops as well as success penalties.

And bosses have also confirmed the Praga Cup’s non-championship mainland

Europe round will take place at Spa-Francorchamps on July 15-17.

Praga bosses have also confirmed the return for 2022 of its guest driver programme – via which high-profile figures such as Jimmy Broadbent and Ben Collins competed in Pragas last season – plus an exclusive agreement with Romain Grosjean’s R8G esports team to provide sim-racing coaching to 2022’s Praga Cup drivers.

CHRISTMAS QUIZ ANSWERS

Thank you to everyone who took part in Motorsport News’s Christmas quiz, published in the December 23-30 issue. Here are the answers to the 30 questions: **International racing** 1: 355

2: Five – China, Canada, Singapore, Japan, Australia
3: Six – Lewis Hamilton, Max Verstappen, Sergio Perez, Esteban Ocon, Daniel Ricciardo, Valtteri Bottas
4: 18
5: Robert Kubica, Louis Deletraz, Yifei Ye in a Team

WRT ORECA-Gibson
6: 0.7 seconds
National racing
7: Youngest Senna Proctor (22); oldest Jason Plato (54)
8: One – Michael Igooe/Phil Keen
9: Six
10: Peru

11: Its awning and truck in the paddock caught fire
12: His 15-year-old son Aiden was making his debut in British Formula 4 at the same meeting
International rallying
13: One – Adrien Fourmaux on Safari Rally

14: Four – Elliott Edmondson, Chris Patterson, Stuart Loudon, Jonas Andersson
15: Tanak with 49
16: Rally Finland
17: Thierry Neuville
18: Six – Alexey Lukyanuk, Nikolay Gryazin, Giandomenico Basso, Jan

Kopecky, Andreas Mikkelsen, Mads Ostberg
National rallying
19: 61
20: Four – Sam Moffett, Matt Wilson, Matt Edwards, Osian Pryce
21: Neil Roskell and Barry Morris are tied

22: Nine out of 10 – only winner Ryan Champion was in anything different
23: Daniel Harper (Mini John Cooper Works WRC)
24: Roger Clark
Picture round

25: Jan Magnussen
26: William Creighton and Liam Regan
27: Jessica Hawkins
28: Max Esterson
29: Lance Stroll, Yuki Tsunoda then Antonio Giovinazzi
30: Garry Jennings

RALLY NEWS

M-SPORT SECURES LOEB FOR SELECTED OUTINGS IN WORLD RALLY CHAMPIONSHIP

Frenchman inks a deal to return at the wheel of a Rally1 Ford Puma this year

Photos M-Sport, mcklein-imagedatabase.com



The nine-time title winner will be back in the World Rally Championship in 2022 at the wheel of a Puma



M-Sport has been busy developing its new Rally1 weapon for 2022

By Graham Lister

Malcolm Wilson has finally got his man after 16 years of trying with confirmation prior to Christmas that Sebastien Loeb has signed for M-Sport for selected World Rally Championship outings in 2022, starting with the Monte Carlo Rally later this month.

Wilson tried but failed to land WRC legend Loeb from Citroen for the 2005 season and then watched the Frenchman beat his Ford-powered recruits, most notably Marcus Gronholm and Mikko Hirvonen, to a succession of drivers' titles.

But with agreement from Wilson's former rival team boss David Richards, Loeb has been given permission to add a limited WRC programme in a Ford Puma Rally1 to his commitments with Prodrive's Dakar and Extreme E efforts.

The Monte Carlo Rally will mark nine-time World champion Loeb's first WRC outing since Rally Turkey in September 2020 and will renew one of the sport's biggest battles for supremacy.

Since 2004, Loeb and Toyota's reigning champion Sebastien Ogier have won the WRC title every year apart from 2019 when Ott Tanak claimed top honours. Loeb is a seven-time Monte

winner with Ogier victorious in the principality on eight occasions.

"It is fantastic to be able to bring such an accomplished driver to M-Sport and I have no doubt he is still capable of a fantastic result as well as being a mentor to our other drivers," said M-Sport boss Malcolm Wilson, whose Cumbria team also features Craig Breen, Adrien Fourmaux and Gus Greensmith in its four-strong Monte line-up.

"I came close to securing a deal with [Seb] in 2005 but unfortunately at that time we were not able to make it happen. However, with the introduction of the Rally1 regulations and following discussions with Red Bull, we [contacted] Seb to see if he might be interested to come and try the new cars. He was, he did and we find ourselves in a position to say that he will join the team. It might have taken over 16 years to get this deal to come to reality, but it is great to see it finally happen."

Loeb turns 48 next month and has been part of the Puma Rally1 development mission. He said: "I have always known Malcolm to be somebody very involved in the team and passionate about rally, we have always had a good relationship. It's nice to work with M-Sport, it is a very professional team and one that knows how to build good cars. Since the beginning of my career I was fighting against Ford."

New co-driver for the returning champion

Although Sebastien Loeb's exact World Rally Championship programme with M-Sport is unclear, the Monte Carlo Rally from January 20-23 will be the first WRC event that Loeb will contest without Daniel Elena by his side.

Elena announced his retirement late last year with Isabelle Galmiche called up to take his place in Loeb's Ford Puma Rally1. The 50-year-old from France is a long-term member of Loeb's gravel note crew but

has co-driven six times in the WRC, most recently in Germany in 2017.

Loeb, meanwhile, has insisted his WRC return will not be a distraction during the Dakar Rally in Saudi Arabia, which started last Sunday (January 2) and

which Loeb is contesting for the Prodrive-run Bahrain Raid Xtreme team.

"It is my absolute goal to win the Dakar," said Loeb, who is also set to continue in Extreme E with the Lewis Hamilton-affiliated X44 squad, also run by Prodrive.

MATTON TIPPED TO LAND HYUNDAI SPORTING MANAGEMENT ROLE

Yves Matton was being linked with the vacant Hyundai team boss role as this issue of Motorsport News went to print.

Matton held the job of FIA rally director from 2018 but left shortly before Christmas, less than a week after Mohammed Ben Sulayem succeeded Jean Todt as FIA president.

Hyundai has been looking for a replacement for Andrea Adamo, who left his post on December 7 "for personal reasons", according to the Germany-based team.

Matton, 54, would be a sound choice for Hyundai, having led Citroen's World Rally Championship and World Touring Car Championship teams in the past. Hyundai also participates in the WTCC's replacement, the World Touring Car Cup, via two works-blessed teams.

Belgian Matton, a strong organiser who is known for his calm and



Matton led Citroen to title wins

methodical approach, played a key role in the development and implementation of the hybrid-based Rally1 regulations during his stint with the governing body.

FOURMAUX GRABS FULL-SEASON DRIVE IN THE TOP FLIGHT

Adrien Fourmaux has a season to prove himself in the World championship's top tier.

That's the message from British team M-Sport after it signed the 26-year-old from France as one of its three full-time WRC drivers for 2022 alongside Irishman Craig Breen and Briton Gus Greensmith.

An M-Sport driver since 2019, Fourmaux stepped up to a Ford Fiesta WRC on Croatia Rally last April and finished fifth before scoring his first outright stage win on the Safari Rally in June.

Although he struggled to replicate that early promise aboard an increasingly uncompetitive and underdeveloped Fiesta, M-Sport's belief in the former medical student, allied to backing from Red Bull, has resulted in an all-season campaign in a Ford Puma Rally1.

"An entire season is waiting for me with the M-Sport Ford Puma Hybrid Rally1 which is a pleasure to drive," said Fourmaux, who is preparing for his



Fourmaux has done his apprenticeship at M-Sport and will step up

sixth season of rallying. "I am so proud of this, it is a very significant moment when I remember that I discovered rallying with the M-Sport Fiesta R2 back in 2017. I am really looking forward to make all the people who believed in me and still believe in me proud."

M-Sport owner Malcolm Wilson used the announcement of Fourmaux to highlight M-Sport's record of

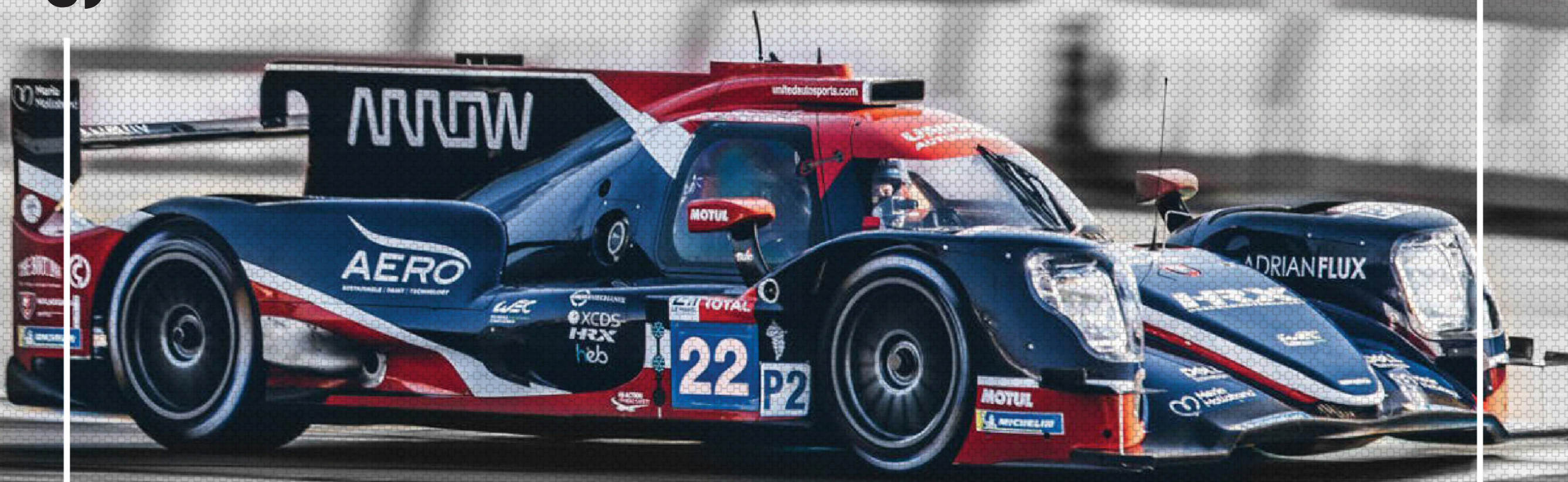
producing young talent and said 2022 gives his young charge "the chance to show what he can really do".

Team principal Richard Millener added: "Adrien is such a motivated and exciting driver, and I am really pleased he now has a full season to be able to prove to us what he is capable of and demonstrate further development of what has so far been a very short career at the top level."

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RALLY NEWS

SKODA WANTS MEEKE FOR WRC2 CAMPAIGN

Skoda Motorsport chief Hrabanek keen on helping Northern Irish ace to make return to action in WRC2 to help with the firm's customer rallying programme



Cancel your plans: Skoda believes Meeke's time away must end in 2022

By Jason Craig

Skoda wants Kris Meeke, the 2009 Intercontinental rally champion and a five-time overall World championship rally winner, to make a sensational return to the sport.

Meeke has been without a drive since losing his Toyota WRC seat to Sebastien Ogier for 2020. Skoda's offer would see him join one of a customer teams such as Toksport, which claimed both the WRC2 and European Rally Championship titles this year with another former WRC star, Andreas Mikkelsen.

"We enjoy working with Kris," Skoda's motorsport chief Michal Hrabanek told Motorsport News.

"While Skoda Motorsport is not planning on establishing a factory team for 2022, many customer teams consult with us on selecting drivers

for their entries," Hrabanek continued.

The addition of a driver with Meeke's undoubted pedigree would sit well with that of Britain's 2019 European champion Chris Ingram as he begins a planned two-year campaign in WRC2 with Skoda. The benefit of bringing in established stars to the marque's presence is one that resonates strongly with the Czech supremo.

"Kris is one of the drivers that can offer teams experience from many types of rally cars, excellent results as well as appropriate media attention, which is also important to teams and sponsors," he added.

"We are very satisfied with Kris and are always excited about working with him in testing. He is very professional and dedicated to his work from morning to night and puts his heart and soul into the project."

EVANS PREPARES IRISH CHALLENGE

Meirion Evans is quietly confident he can fight for next year's Irish Tarmac Championship title but is aware he still has a slight experience handicap compared to the local drivers.

The ITRC hasn't run in full since 2019, when the Welshman finished fourth in the

series with a maximum score on the final round in a Skoda Fabia R5.

Now armed with a Volkswagen Polo GTI R5, Evans told MN: "I think we can expect a lot of quick guys to be there so we want to be at the front. I think from what we did this year and even the start of last

year it proves to myself I can be there I just need to make sure I can do it consistently.

"I know the rallies where I think I can go well on anyway and I have the ones in my head that maybe don't suit me so well, but I'm not going there to not be competitive let's just say that."



Irish Tarmac runs await Evans

BRC CHAMP EDWARDS EYES NEW CHALLENGES

British Rally champion Matt Edwards has admitted he wants to go and do other things in the sport, without ruling out a BRC title defence in 2022.

Edwards secured a record-breaking third British title in succession on last month's Ulster Rally, having competed in the BRC in every season since its relaunch in 2016. After making an indelible mark on the series, the 37-year-old would relish a new challenge in 2022.

"I just want to see what I could do on bigger rallies just to say I've done stuff," Edwards told MN. "I want to go and do

Rally Finland... and do the Irish Tarmac. I'd love to go and do even three WRC3 events. But I'd love to go back and try and win Mull... and do British Historic, that's another thing I'd like to do.

"At the end of the day, I'm happy just to keep rallying because I love rallying. The number one goal is to be doing something, I know from Covid that I'm a lost soul without a focus like that. For 18 years I've had a focus of a next rally to do and it's a way of life – it does give me purpose. Whatever I do I want to go and be competitive, that's what I like doing."



Edwards has made BRC history but wants to experience more in '22



Edmondson to make full-time WRC return with Solberg in 2022

EDMONDSON CONFIRMED AS SOLBERG'S CO-DRIVER

British co-driver Elliott Edmondson is set for a full season co-driving Oliver Solberg in the World championship.

Edmondson linked up with Solberg for Rally Monza last November and guided the Swede to his best WRC finish to date in fifth in a semi-works Hyundai.

They are set for a part-season in a Hyundai i20 Rally1 in addition to selected outings in a Rally2-specification i20.

"I'm excited to confirm Elliott will be

back alongside me," Solberg said. "We're working really well together already."

Milton Keynes-based Edmondson started 2021 co-driving Gus Greensmith but was dropped in favour of the more experienced Chris Patterson.

However, talented Brit Edmondson went on to play an instrumental role in Andreas Mikkelsen's capture of the WRC2 and European titles during a three-event winning streak.

Photos: mcklein-imagedatabase.com, Jakob Ebrey



Mouton led movement

WRC STAR MOUTON DEPARTS FIA ROLE

As part of the post-election reshuffle with the FIA, former World Rally Championship title contender Michele Mouton has stepped away from her role as president of the Women in Motorsport Commission.

Mouton, who scored four WRC rally wins with Audi and was narrowly beaten to the 1982 drivers' title by Walter Rohrl, has anchored the movement from its earliest days.

The Women in Motorsport Commission has not only championed the cause of women competitors, but also the roles available to women across the entire spectrum of team, venue and organisational facets of the sport.

"I was honoured to be asked by Jean Todt to chair this new commission in 2009 – it was a stimulating and enriching journey, and a role that I accepted for the term of his presidency," Mouton said.

"I am very proud of what we have accomplished collectively over the past 12 years."

No statement has yet been made on Mouton's successor, or the future of her other FIA role as WRC Safety Delegate.

CREW25 LAUNCH ABORTED

The proposed Crew25 Rally Championship has been called off for a third season and will not be launched in 2022.

First unveiled at the start of 2020, the series for drivers under 25 years of age and co-drivers over 25 was shelved due to the coronavirus pandemic in its first year and again in 2021. With variants of Covid-19 still prevalent across the country, organisers of the series have once again halted their countdown.

"Due to the increasing uncertainty caused by the ongoing pandemic and changes to the organising crew's work and home commitments, it is with a heavy heart that we, along with the Roger Albert Clark Rally Motor Club, are disappointed to confirm that we will not be running the Crew25 Championship in 2022," read a series statement.

RALLY NEWS



ITRC keen to reward crews

IRISH SERIES SEEKS A FRESH BACKER

Irish Tarmac Championship Manager Paddy Flanagan has confirmed work continues behind the scenes to try and secure a new headline sponsor in time for the opening round at the beginning of February.

Flanagan told MN "If we can identify a title sponsor, it is not only good for the championship but it is good for the crews as well because it means we can give something back to everyone is involved."

"Giving back to the crews that support the championship year-in-year-out is what it is all about. As championship organisers, we want to give them the best deal possible because they invest lots of time and money to do the series and we want to try and reward them for that loyalty if we can."

IN BRIEF

East Riding entries

Entries for the inaugural East Riding Stages Rally, due to take place on February 27, will open tomorrow, January 7, and close on January 10. Competitors should register their interest in order to obtain the event regulations at bdmc.org.uk/east-riding-stages.

Maiden City Stages

The Maiden City Stages Rally has been announced as host of round three of the Northern Ireland Rally Championship on May 21, with organisers returning to a closed-road format for the first time since 2019. "We are going to run the two stages three times," said clerk of the course Declan McCay.

BRITISH TITLE WINNER EVANS SR PLOTS RETURN TO RALLYING ACTION

Historic events ahead for Evans as he steps back from son Elfyn's WRC gravel crew

Photos: Motorsport Images, Gary Craig



Evans will rally Ford Escort Mk2

By Nick Garton

British Rally Championship legend Gwyndaf Evans is returning to action on home soil in 2022 as he prepares to step back his involvement in son Elfyn's WRC programme.

The former Ford, Seat and MG works driver, who claimed the 1996 British championship title, has decided to step back from his role on son Elfyn Evans's Toyota WRC gravel crew. However, for 2022 new plans are forming for the Dolgellau garage proprietor, as he prepares to take a back seat in his son's career.

"I don't think it's sustainable at my age, I'm going to be doing a little bit less next year, have a little bit more

fun myself. But obviously I'm still there for him if he wants it," Evans Sr told MN.

Marking the change in pace, Evans is set to campaign a Ford Escort Mk2 on selected events in 2022. The Welshman has twice been a winner of the Roger Albert Clark in similar machinery, and his last competitive start was in an Escort on the 2014 Cambrian Rally, finishing ninth overall. Unlike previous outings, however, he will also be the car owner.

"Elfyn has spoilt me. Elfyn has bought one for me to say thank you," Evans said. "It's pretty sweet to have a son to buy you a Mk2 Escort as a thank you!"

● See P20 for our Readers' Q&A with Gwyndaf Evans

CHAMPION EAKIN TO PICK AND CHOOSE 2022 ROAD RALLIES

Joel Eakin says winning his class in this year's Northern Ireland Rally Championship is the incentive he needed to sign up for more closed-road rallies in Ireland next season.

After missing out on the chance to fight for the Production Class title in 2019 following the cancellation of the last round, the 25-year-old

and co-driver Sean Doherty returned this year to win by five points. "It was close all season and that is what you want as a driver: you want it to be competitive rather than running away with it – at least I do, anyway," Eakin said.

With honour satisfied, Eakin intends to pick and choose his own schedule

in 2022, with the Ulster and Donegal rallies at the top of his hit list, while expressing an interest in returning to the forests in his Honda Civic Type R.

"I've won the title so, for me now, it's all about moving on to the next thing – I achieved what I set out to achieve," he said.



Eakin pursuing a self-made calendar of asphalt action for '22



One-make action ahead for Bennett

BENNETT STICKS WITH NITRO RX

British driver Oliver Bennett has revealed plans to race in Nitro Rallycross's new electric category for single-make FC1-X cars in 2022.

Last season, Bennett's focus was on racing the Mini RX in the US-based Nitro RX series, and driving in the inaugural Extreme E

season with his Xite Energy Racing squad. The Bristol driver is yet to reveal full details of his plans for 2022, but with Nitro RX harbouring plans to visit Europe and the Middle East, Bennett is looking to continue his electric rallycross adventure.

"I've learned so much about

racing full EVs [Electric Vehicle] this season," he said. "The results really didn't reflect the progress we made with Extreme E. But all the time we're learning and building experience. That's precisely what 2021 was about for us: learning a new formula and a new kind of race car. We've done that."



Electric buggies could be heading for the Hebrides

SCOTLAND COULD FEATURE ON 2022 EXTREME E CALENDAR

An Extreme E event could take place in the Outer Hebrides in Scotland this year as organisers seek to firm up the fresh roster of rounds.

Saudi Arabia and Sardinia remain on the schedule for season two and will begin the campaign with rounds in February and May. But the venue for the series' third round is teetering between an event in Senegal, which hosted

a round last year, or Scotland.

Last autumn, the UK government pledged £1 million of support for an Extreme E round in the Outer Hebrides, backing the series while the fate of Rally Northern Ireland, Britain's potential World Rally Championship round, hangs in the balance.

Should the Scottish event get a slot on the XE calendar, it would

be held on July 9-10. It is also planned that the series will travel to Chile and Uruguay to conclude the 2022 campaign.

"All of us here at Extreme E are looking forward to revisiting some of the amazing race locations from the 2021 season to see for ourselves the positive impact our electric series has had," said series founder Alejandro Agag.

CALENDAR

Extreme E Season 2 2022

DATE	VENUE
Feb 19-20	Neom, Saudi Arabia
May 7-8	Sardinia, Italy
July 9-10	TBC, Scotland or Senegal
Sept 10-11	Antofagasta, Chile
Nov 26-27	Punta del Este, Uruguay



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HISTORICS

DOWN THE PUB

GEORGE BRYSON

Rallying returnee
Age: 53 **Lives:** Catrine, Ayrshire



Bryson: An R.A.C. Rally battle

He retired once

"I said to somebody that I retired from rallying 10 years ago and you can see how that's going... it's just something that's in you. We went off-road racing for a few years, which we're still doing. But two years ago, I just decided I was going to build another Escort. I had a twin-cam 10 years ago and I did the Roger Albert Clark Rally in 2008 and 2011."

The car was an R.A.C. project

"I built this car for the Roger Albert Clark Rally. I just wanted to do it one more time. We built it last year and did the Galloway Hills and Carlisle Stages this year as a bit of a shakedown. There was nothing to do last year. I'm not into championships now and I just want to pick the events I do and enjoy it."

The car was an ambition

"It's a BDA Escort Mk1. I've wanted to rally a BD-Escort in the forests since I was 17 and it has taken me this long to do it. I didn't know if I could handle the power, to be honest. There's an extra 90bhp over the twin-cam. I've enjoyed being back out and I enjoyed building the car and it was a lockdown project, so I had plenty of time to do it. I'd painted all the windows and steam-cleaned all the yards, so I built an Escort."

It was a celebration

"With regards to the colour scheme, the first time I did the Roger Albert Clark was for my 40th birthday, so last year was Jacquelin's 50th, my wife and co-driver, and our silver wedding anniversary so we decided to build a car and that's why it is silver. I definitely could not do it without her. The funding comes out of our pocket, and it is self-built. I run my own company called Howford Hydraulics."

There are other ambitions

"Now that we've done the Roger Albert Clark Rally I'm not retiring, and I do fancy doing Killarney. I just wanted to finish the R.A.C. As long as we went over the finish ramp, I was happy. We run it ourselves with the support of friends. We get some huge help from Gareth Lloyd at West Wales Rally Spares. He gave us a lot of help with spare parts, and he was really good when we were building the car as well."



HRCR Road Rally series will get MN backing

FULL 2022 CALENDAR PLANNED FOR MOTORSPORT NEWS ROAD RALLY SERIES

Ten rounds to make up rejuvenated roster for Historic Rally Car Register series

By Paul Lawrence

Motorsport News has reaffirmed its commitment to grassroots motorsport by continuing its support for the HRCR Road Rally Championship as the series returns to a full programme in 2022.

After being cancelled in 2020 due to Covid, a shortened season last year culminated in a title victory for Dan Willan and Andy Pullan in their Volvo PV544. Now, the 2022 schedule will return to a full calendar of 10 rallies running from March to October from South Wales to Kent and Yorkshire.

The events comprise regularity sections and special tests and each rally is around 150 miles long.

Promoter Martin Phaff said: "The championship is aimed at those who have a classic car and a competitive spirit. It encompasses events across England and Wales with some old favourites and new additions included for 2022. Continued support from our media partner MN guarantees excellent press coverage."

The series regulations now allow cars from historic categories 4a and 4b, which encourages a growing number of cars from up to 1990 to compete alongside earlier cars.

CALENDAR

Motorsport News Historic Rally Car Register Road Rally Championship

RND	EVENT	DATE
1	Tour of Cheshire	March 5
2	North Yorkshire Classic	April 3
3	White Rose Classic (Yorkshire)	May 8
4	Hughes Historic Rally (Kent)	May 28
5	East Anglian Classic	June 18
6	Cotswold Historic	July 2
7	St Wilfrid's Classic (Yorkshire)	August 7
8	Gremlin Historic (mid-Wales)	August 21
9	Ilkley Jubilee Historic Rally (Yorkshire)	September 11
10	Dansport Historic (Derbyshire)	October 22-23

STRONG GRIDS EXPECTED FOR HSCC'S GRIFFITHS HAIG TROPHY



Haig Griffiths runners will head to Dijon in France

Four dates for the Historic Sports Car Club's new Griffiths Haig Trophy have been announced, capped by an end-of-season trip to Dijon in France.

The 1950s drum-brake sports, sports-racing cars and GT cars will feature at Silverstone GP on May 14-15, the Oulton Park Gold Cup (July 29-31), the Castle Combe Autumn Classic (September 24) and the Dijon Motors Cup (October 7-9).

The Castle Combe date will honour

the origins of the HSCC when the very first Griffiths Formula race for historic sports cars of the 1950s was held in May 1966. This year's race will mark the 55th anniversary of the race that led to the formation of the HSCC.

Andy Dee-Crowne of the HSCC said: "We've already had a great response from competitors and we're expecting strong grids. In fact, at the current rate of interest we could have over-subscribed grids at some of the races."

Headliners announced for Members Meeting

The Gerry Marshall Trophy and 1950s sportscars in the style of the Goodwood Nine Hours are among the line-up for the 79th Members' Meeting at Goodwood on April 9-10.

The Marshall Trophy for 1970s Group 1 Touring Cars will be a central feature and will be complemented by the Sopwith Cup for 1950s saloons.

The one-litre F3 cars of the late 1960s are back for the Derek Bell Cup, while a race for under 2.5-litre pre-'61 sportscars will be for the newly titled Robert Brooks Trophy.

Pre-'64 GT cars, pre-war Grand Prix and Voiturettes and A-Series engined sports and GT cars from 1958 to 1966 are all part of the schedule.



Gerry Marshall Trophy will thrill

Pan-European line-up for historic rally men

The FIA has announced a nine-event schedule in seven countries for the European Historic Rally Championship in 2022.

Most 2021 events have retained their place in the programme, although the Rallye International du Valais has been replaced by the Rallye du Chablais in Switzerland.

The season starts with the Rally Costa Brava in Spain (March 17-20) and includes the Lahti Historic Rally in Finland in August before with two late-season Italian events, the Rally Elba Storico and the Sanremo Rally Storico.

John Naylor, president of the FIA Historic Motor Sport Commission, said: "I'm confident that the new calendar will boost the number of competitors in the championship next season."

BLOXIDGE CONFIRMS HIS HERO STATUS



Paul Bloxidge and Ian Canavan have won the HERO-ERA Cup for the second time in four years, having repeated their 2018 success. Canavan was a clear winner of the navigators' title, but it took until the final event of the season for Bloxidge to be confirmed at the top of the drivers' table. The 2018 win came in their Porsche 911, which has since been retired and replaced with a VW Golf GTi.

IN BRIEF

Taunton thrash

HERO-ERA will open its 2022 calendar early with this weekend's Per Ardua Ad Infinitum, a quirky title to reflect the challenge of trying to run events during Covid. The historic road rally will be based in Taunton and around 50 crews will tackle a 300-mile route with special tests and regularity sections on Friday afternoon and evening and then through Saturday.

Belgian event is go

The second Balade Legend Boucles Bastogne will take place on May 14-15. The touring event, run in 2021 when the competitive event was not possible, attracted 450 cars for a 200-mile tour based on Bastogne. The competitive version of the Belgian event, the biggest historic special stage rally in Belgium, is due to run on February 5-6.

Exeter is ready

Saturday's Exeter Trial opens the 2022 season of classic trials from the Motor Cycling Club. In a change from custom, all competitors will start from the Haynes Motor Museum in Sparkford from midnight on Friday night before tackling famous hills in Devon including Simms and Slippery Sam. Up to 300 cars and motorbikes will contest the 92nd running of this famous trial.

Parkin's accolade

Senior rallying official Rod Parkin has been recognised by the FIA for his work in historic motorsport. Parkin, who is also event director for the Trackrod Rally Yorkshire, served as a member of the FIA's Historic Motor Sport Commission for 12 years starting in 2008. He has been awarded honorary status by the sport's international governing body.

Block for Safari

Ken Block is set to contest the Safari Classic Rally, which is due to start on February 10 after being postponed from its November date due to Covid travel issues. Block in a Tuthill Porsche 911 tops a 50-strong entry for the nine-day marathon. The Tuthill Porsche team accounts for nearly a third of the entries on the provisional list.

Travel concerns

UK historic rally competitors face an uncertain time in January following the Covid travel restrictions imposed by the French government shortly before Christmas. The effective ban on UK residents travelling to France may impact the Rally Monte Carlo Historique (January 27-February 2) and HERO Winter Challenge to Monte Carlo (February 6-10).

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Landmark result for Merc's star as he denies Norris a maiden win

LEWIS HAILS A MAGICAL MOMENT AS HE HITS A CENTURY



By Matt James

Lewis Hamilton has hailed his rivals after landing his 100th grand prix win in Russia on Sunday, snatching the victory from fellow Brit Lando Norris. From pole position, McLaren man Norris seemed set to take his maiden victory until a late rain shower left him slithering off the circuit. Hamilton had been called in by his Mercedes team and swapped tyres. He was able to hunt down Norris and take the race win in the dying moments.

Hamilton, who finished one place ahead of his title rival Max Verstappen, says the 100-win benchmark is something he finds hard to believe. The seven-time champion said: "It's a magical moment. I could only ever have dreamed of still being here and having this opportunity to win these races and get to drive against such phenomenal talent this late in my career and to continue to building with Mercedes. I'm so proud of everything we've done, not only on track but also off."

Full report: p4
Special feature:
Lewis's best
wins p30

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**REPORT
EDWARDS
TOPS A
DRAMATIC
TRACKROD**

Volkswagen man back in the title mix with victory p18



**FEATURE
READERS'
Q&A:
ANDREW
MARRIOTT**

Journalist and broadcaster spills the beans p20



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COLUMNIST

MATT JAMES



F1 expands for '22 but it won't start as early as it has in other seasons

Photos: Motorsport Images

It still seems odd to me to be waiting for the conclusion to a grand prix season as you start the Christmas shopping.

The increasing demands on the Formula 1 schedule, and the desire from the sport's promoters to chase money all around the Middle East, mean that the World championship is getting desperately close to jostling for TV airtime with the Queen's speech.

While that might be odd, Formula 1 races in South Africa during early January were almost a tradition from the 1960s to the 1980s. This was always a personal favourite in my youth: a race fuelled with expectation.

In the Eighties, South Africa usually formed part of the opening salvo with Argentina and Brazil, and optimism was still fresh about the season ahead. In my particular case, being a Ferrari fan, the Scuderia hadn't had time to shoot itself in the foot by that stage of the year and I could still feel excited about Gilles Villeneuve's World championship chances.

If, however, you had been reading Motorsport News (or Motoring News, as was then) 55 years ago this week, you would have been eagerly tucking into the report of the opening grand prix of the season.

The South African curtain-raiser that year wasn't the first time that the F1 campaign had started on the cusp of a new year. In 1965, the opening race took place on January 1, but in 1967 it was on January 2.

The event was also significant because it marked grand prix racing's move away from its traditional home at East London to a new location at the Kyalami circuit just outside Johannesburg (not the new truncated 1992-1993 version, you understand). Not only was the 1967 race Kyalami's first, but it was also the maiden World championship grand prix win for Mexican Pedro Rodriguez – a man who I am certain I would have been a fan of too, had I been around at the time. It was only his ninth start in the top-flight and he put one over on a rather grumpy Cooper Car Company team-mate Jochen Rindt.

Rodriguez, driving the rather ungainly T81



Rodriguez took his maiden win

with its Maserati V12 powerplant, scored something of a fortunate victory and it could have been a race that went down in motor racing folklore.

With an active national scene, several local drivers used to prop up the entry list for the South African Grand Prix. John Love was already very well known to the Cooper Car Company, having power-slid one of its Minis to success in the British Saloon Car Championship in 1962.

When the grand prix circus rolled into town in 1967, the Rhodesian was already a three-time domestic F1 title holder and decided to measure himself against

the best that grand prix racing had to offer.

When Denny Hulme had to pit his Brabham for brake fluid late on in the race, Love took the lead to the joy of the hometown fans. A dream result looked like it would be on the cards until just seven laps from the chequered flag, he pitted for more fuel. A misfire had encouraged him to stop, although he might well have made it to the flag without the extra halt.

And so Rodriguez became a grand prix winner, almost half a minute ahead of the crest-fallen Love and a lap ahead of the Honda of John Surtees.

Rodriguez, who finished sixth in the standings that year despite missing three races due to an injury sustained in a mid-season Formula 2 crash, would only win one more grand prix in his career, which was cut short by his death in 1971 in an Interserie race at the Norisring. Those were different times for motorsport as a whole.

And these are different times too. This year, we will have to wait until March 20 for the first Formula 1 race for the year in Bahrain and the calendar will run through until November 20 for the last of the whopping 23 rounds. And, rest assured, all the action will be contained within the pages of Motorsport News.



John Love came within miles of a huge F1 shock



MJ's disappointment began to creep in after SA

"A dream result looked like it might be on the cards in South Africa, 1967"

FEATURE

RETURNING VENUES, DOMINANT TITLE WINNERS AND A SEASON TO REMEMBER

Colin Casserley and Graham Brown pick out the biggest short oval hits of the season just gone

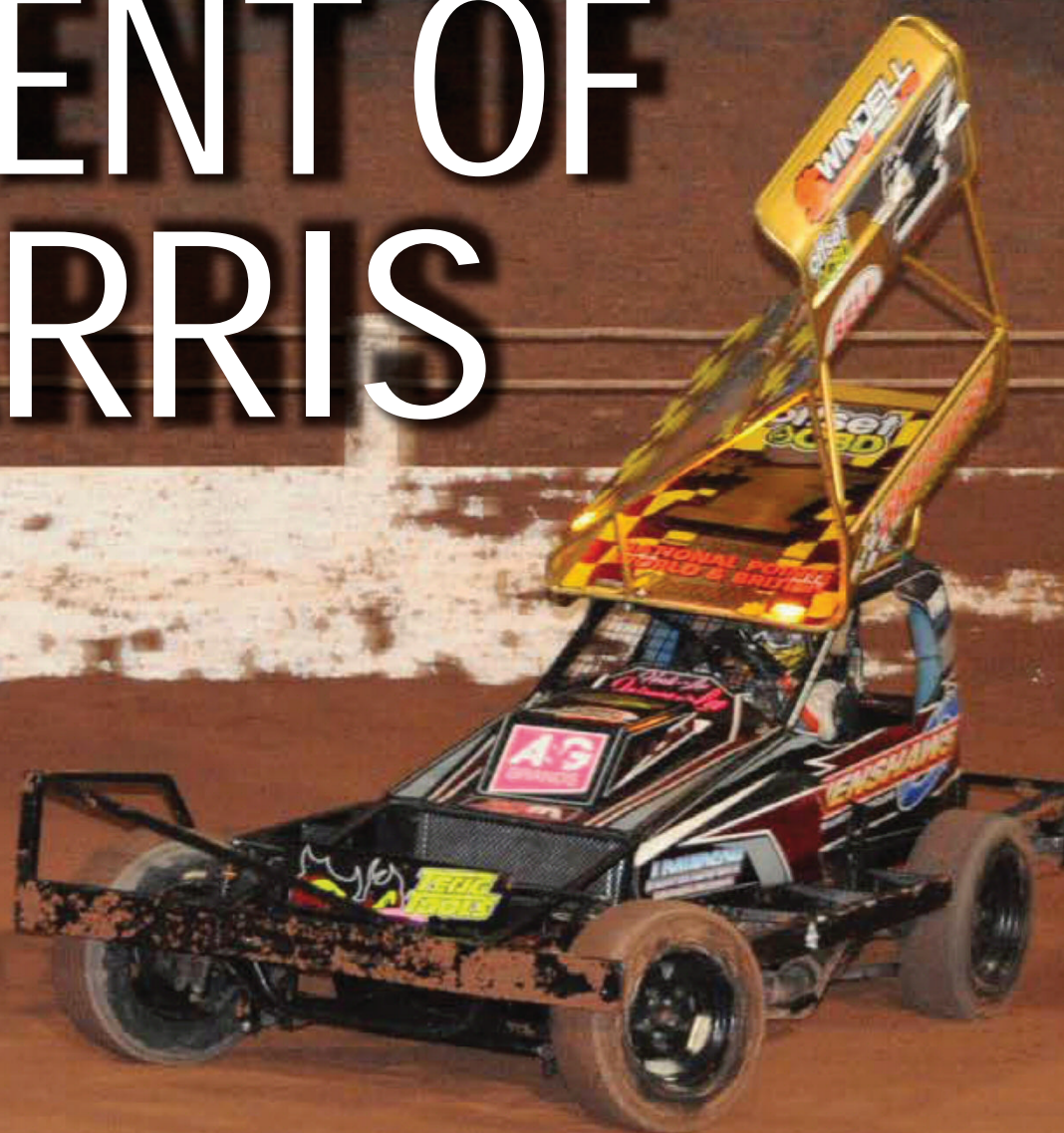
As with all forms of UK motorsport, the short ovals fell silent for the first part of 2021 but gradually emerged from lockdown to remind fans, organisers and competitors of the joys of pushing the limits.

Short oval racing has a following like no other, and the fans starved of action were delighted with the thrills that unfolded in front of them. Cars that had been stored away and polished relentlessly while the engines turned off were unleashed, and the pent-up enthusiasm to return to combat was evident.

Both BriSCA F1 and National Hot Rods managed to host their headline events, although some were at an unusual time in the season. But the fact they ran at all is a credit to all involved.

Here, our experts Graham Brown and Colin Casserley pick out their highlights of the last 12 months.

THE TALENT OF TOM HARRIS



Tom Harris once again lifted the biggest BriSCA F1 prizes

Tom Harris became only the second driver in the 67-year history of BriSCA Formula 1 to successfully defend the World Final and national points and shootout competitions.

As well as that, Harris recorded seven final wins giving him a career total of 67, which means he has climbed up to 14th on the all-time list of final winners.

Harris dominated the World final qualifying rounds. He topped the points and then went on to win his semi-final at Skegness. That earned him pole position at Bradford, venue of the 2021 World Final.

He led every lap at Bradford despite having to endure three race restarts. Lee Fairhurst did pull alongside Harris midway through the race, but it spurred Harris on and he pulled away in the latter stages.

Harris didn't have it all his own way in the National series shootout. Fairhurst took the early point lead before Harris gained control. He then had to fend off a mid-series challenge from Ryan Harrison, who got to within a handful of points. However, Harrison missed the series finale due to racing a sprint car in America. Despite missing a couple of rounds Harrison hung on for second while Frankie Wainman Jr moved into third place at the end of the series.

Harris explained: "It's great to have won the shootout, I can't thank my family, mechanics and sponsors enough. Without them I couldn't do it. I feel honoured to go down in the history books: the question now is can I make it three in a row? One thing is for sure, I will be trying my hardest to win it."



Phoebe Wainman qualified for the BriSCA F1 World Final at Bradford

GIRL POWER...

Motorsport has always been a discipline where men and women compete on equal terms, and BriSCA F1 stockcar racing is no exception.

Going back to the sport's inaugural year of 1954, Tanya Crouch was winning finals. She won the first-ever meeting at the legendary Belle Vue track in Manchester.

Over the years Jayne Bean and

Lisa Hater were regular race winners and in recent times Jacklyn Ellis and Courtney Witts have added their names to the list of race victors. Last year there was an increase in women drivers on the F1 circuits and, in the season finale at Skegness, there were six women drivers in the starting field.

Phoebe Wainman and Catherine Harris both had

successful years. Harris achieved the converted red roof during the season and both qualified for the World Final at Bradford, where they were joined by Wendy Koopman from Holland.

Ashleigh Wareham became the latest women driver to add her name to the list of race winners when she crossed the line first at Skegness in August.

Wareham backed up that win by recording two more race victories at the Lincolnshire track in October.

Hannah Chappell paid tribute to her racing mentor Tim Warwick, who sadly passed away earlier in 2021, by racing under Tim's number of 307. Chappell was one of four women drivers who qualified for the final at Skegness in August.

Photos: mkpics.net, Colin Casserley



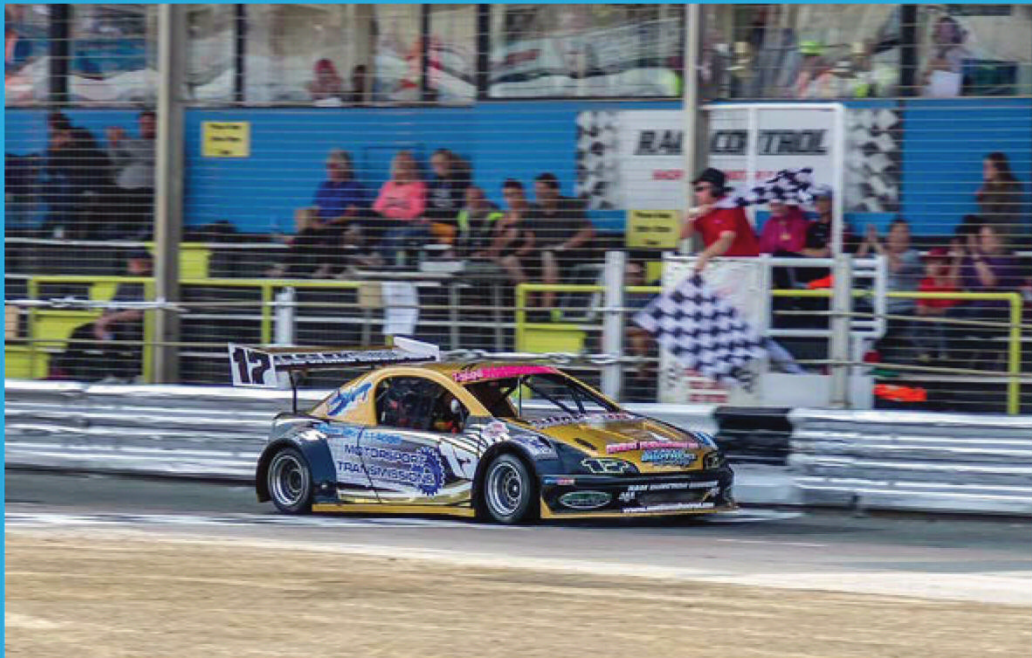
ALL ROADS LEAD TO BRADFORD

Stock car racing has been hit with several track closures in recent years, most notably Wimbledon in London and Belle Vue in Manchester, ending a stretch in both cities that dates to 1954. But there was one positive in 2021 and that was the reopening of Odsal Stadium, Bradford. The venue had hosted the first stockcar meeting held outside

London back in 1954 and was one of the premier race tracks in the UK until it closed in 1997. There have been constant rumours of racing returning to Odsal over the years, but they held little substance. But, over the course of 2020, the rumours seemed to carry more weight and at the turn of the year it was confirmed that racing would return and provide

a shot in the arm to the sport. Covid put a stop to the intended opening at Easter 2021 but, as restrictions eased, racing resumed in May. In front of a sold-out crowd, Nigel Green etched his name in the record books as the first final winner in the new era of Odsal. The track provided many highlights including the 2021 World Final and action-packed

racing that Odsal was famous for. It is true to say there have been some teething troubles and the end of the year promoter Steve Rees announced he was stepping down and handing the promoting reins over to a new regime, who have intimated they have some plans in place in order to keep improving the racing experience for the fans and drivers.



ONE-YEAR HIATUS MAKES NO DIFFERENCE TO McDONALD

After setting a new record for the longest time as champion without having to defend the World title, one or two people had questioned if Rob McDonald would be quite as unbeatable in 2021. No-one need have worried; when called upon to try and retain his gold roof he did it in dominant fashion. Claiming pole from Hot Laps, he made certain of the lead into Turn 1

and never looked remotely pressured throughout the 75 laps. Fellow front-row starter and 2018 champion Billy Wood chased valiantly but simply couldn't match the pace of the Scotsman. Sure, whoever eventually took the chequered flag first would not have had to face up to challenges from the likes of three-time winner Chris Haird (eliminated in an early crash)

or Glenn Bell (sidelined by engine woes) but there really were only ever two drivers in it. The two front-row men swiftly eclipsed the rest leaving everybody wondering if Wood had found anything else in his armoury since Saturday's qualifying. But it became apparent that what there had been between them in Hot Laps – 0.05s – was

still about what separated them in the race. It took National champion Derek Martin quite a while to overcome Gavin Murray to claim third and the lead pair were a long way up the road by then. So although Martin never got close to managing the 'traditional double' of World and National in the same season, he still got home in a highly respectable P3.

DEREK MARTIN MAKES HIS BREAKTHROUGH

NASCAR legend Richard Petty once said that if he could be lucky or good, he'd rather be lucky. Sometimes though, it's possible for a driver to be both and the day of the National championship was just such a day for Derek Martin. After several years of looking like one of 'the men most likely to' when it came to major championships, he finally got it all right at Hednesford, qualifying with a scant points lead that annexed pole, a position he eventually turned into the win. The luck came when challenger and fellow front-row starter John Christie was eliminated mere seconds after he'd wrested the lead away from the eventual winner. Unlike the World Finals where the grid is determined by qualifying, at Nationals weekend the starting order is decided by heat races on Saturday. Martin emerged from these having



National winner: Derek Martin

grasped pole with Christie alongside and a who's who of Hot Rods lined up behind. Martin got the best start and initially broke clear although Christie was back in touch and pressing hard when the pivotal incident came. A spinning backmarker gave Martin no choice but to go high on the banking, gifting the lead to Christie. But as the erstwhile second man ducked underneath Martin and the obstruction, the spun car rolled back a bit and Christie clipped him. That gave Martin the lead back but he still had to fend off Chris Haird until Haird's back tyres went off, allowing Martin to accept the chequers a long way clear.

A RETURN TO THE SHORT OVAL MECCAS

In a world where people take the continuation of motorsport in all its forms pretty much for granted, the pandemic and consequent lockdowns came as a nasty shock. Hundreds of drivers across multiple classes, and thousands of spectators, were just getting set for the start of the season proper when it all suddenly screeched to a halt for the whole of 2020. That was bad enough but then it began to look as though the nightmare would continue into 2021, with the cancellation of many events at the beginning of the year, and absolutely no guarantees that the situation would ease as spring morphed into summer. Quite apart from everyone missing out on their sport, the impact on people's mental health was incalculable. Nothing has ever shown up how important social interaction actually is like lockdown. But then there were the economic ramifications. Racing cars not being raced generate no requirement for parts or services to keep them racing.



The fans and the competitors were relieved to be back in action

As in all walks of life, people's livelihoods and businesses were massively under threat, none more so than at stockcar promotions. For example, Spedeworth-Incarace, the largest such organisation in Europe, typically run just south of 180 meetings a year across all their circuits. These include all the NHR events and quite a few BriSCA F1 races too; all were lost in 2020. Despite a couple of venues

generously allowing rental 'holidays', the organisation haemorrhaged money in 2020 and the start of 2021 didn't look hopeful either, with another 40 events being cancelled. The fact that Spedeworth and all the other promoters managed to weather the storm, trusted that eventually the crowds would return, and turned things around was both gratifying and quite frankly, a huge relief.

FEATURE

DRIVING STANDARDS ON UK TRACKS: IS IT GETTING WORSE?

*A run of mid-season accidents in 2021 brought driving standards into sharp focus, so what's going on and what can be done about it? **Graham Keilloh** investigates*



Do we see too much of this sort of thing at UK circuits?

It is August 1, 2021. That it's a British Touring Championship meeting at Oulton Park, with crowds in after the long period of Covid restrictions, should be a cause for celebration. But the mood is sombre; tense.

A marshal had been lost in an accident at Brands Hatch the previous day, and the TOCA meeting in Cheshire has been interrupted frequently by accidents. And this came after an apparent run of incidents across the UK in preceding weeks, including a competitor lost within the previous month.

And during a red-flag delay in a BTCC-supporting Mini Challenge race, ITV pundit and ex-BTCC racer Paul O'Neill had his say. "I've been around a while and I've seen some unbelievable accidents," O'Neill commented; "I held my breath [at the latest accident]. I just hope we learn from what we're seeing this weekend.

"It really is reminding me of not very nice things in the past. Things happen and go and go. We've been very lucky today."

The video clip was shared widely online, and O'Neill received many messages of agreement.

"That was not the best weekend," O'Neill tells Motorsport News now, "no weekend is good to have bad driver standards. But after what happened at Brands Hatch it was just a joke wasn't it?"

"I only did one race last year, but I do a lot of general testing, a lot of trackdays, and I have seen a decline in just general driver standards if I'm being honest.

"These drivers, I know most of them, never go to deliberately hurt somebody but it's sometimes, maybe not even a lack of respect, they just don't want to give an inch these days. Nobody seems to know when they're beaten so they'd rather run the risk of turning themselves round on the front of somebody than play the longer game."

And O'Neill is not alone. British Racing and Sports Car Club chairman Peter Daly tells MN too: "There's a number of people who are recognising that there's been too much contact within a lot of races down to drivers not respecting each other properly."

Driving standards is also something being looked at actively by the governing body Motorsport UK. "We're in the process of exploring things that we're going to be doing going into 2022," its CEO Hugh Chambers tells MN. "We are looking at this now very seriously with the relevant stakeholders in order to quite rapidly arrive at the right approach to ensure that everybody is able to compete and our mantra of 'safe, fair and fun', it's not going to be safe, fair and fun if people are misbehaving and not being managed correctly on track."

So what explains the apparent dip in driving standards? There isn't a single bow-wrapped explanation among observers. Instead the closest thing to a consensus is that a number of factors are combining.

"I think it was a load of different

variables that come into play," O'Neill suggests of that particular late July/early August Oulton meeting. "Was it the fact that it was the first weekend fans were back? I've seen it a bit like football when it's in front of fans the game gets a bit spicier, and people might stick their nose where it's not wanted."

Daly too reckons part of the problem was the peculiarities of the Covid-hit time, with the reduction of face-to-face interaction. "I don't think it's talent, I think it's just lack of respect and that I think has stemmed from lack of physical interaction and communications when it comes to the clerk of the course delivering driver briefings, drivers being in a room together whether that would be in a sporting or a social milieu," he ventures.

"That has a knock-on effect on human behaviour because drivers become anonymous then, so all you see is a brown car or a blue car with a white crash helmet."

Daly in this vein believes driving improved late this season when face-to-face briefings returned as Covid restrictions eased. "The championships that I'm involved with I've noticed that massively," Daly says. "It helps focus drivers at the beginning of a race weekend, also details areas where that particular circuit is likely to throw up some problems."

The British Automobile Racing Club's group CEO Ben Taylor says to MN on driver standards: "It's certainly being talked about more, which I think is a good thing.

"I think a couple of things might have contributed. Maybe it's the fact that grids are fuller this year. And the second thing is because there's been a bit of a surge of competitors, maybe we've got some either novice drivers or rusty drivers and have decided that after lockdown this is what they want to do and nothing's going to get in their way."

Racer and coach Calum Lockie reckons though much of the difference is not in the drivers but in the improved performance of cars over time, with drivers qualifying for a licence to race a high-performance GT3 with only a handful of lower-level races under their belt.

"The performance of the vehicles have definitely changed," Lockie tells MN. "They are extremely quick and high aero, amazing bits of machinery, but you have to be pretty brave and push pretty hard to make the most of it, and if it's that critical then it suggests it might be a good idea for people to have a bit more experience.

"Even within historic motorsport the cars are now so much quicker than they were in period. A good E-type engine in period was 250bhp, now the very good ones are heading on for 400, dampers are better, brakes are better, tyres are better. And inevitably with higher speeds one has a smaller window to react to something [on track]."

Daly, who himself races, says: "I've witnessed a lot of drivers coming in where their basic knowledge of the sport has been gained through watching television or simulator work. There's the lack of training.

"I'm pretty old school, I went through Jim Russell race driver school and Silverstone race school, and we don't have those facilities anymore. You can take your ARDS test, become a racing driver overnight and within a dozen races have yourself an international race licence.

"I think nowadays what happens is that people will go to trackdays which is completely non-contact, they'll drive very fast cars, they'll then get the bug, they'll do an ARDS test, they'll perhaps employ a driver coach who might be able to help them, others will just get their car on a trailer, come out and go

continued on page 18



The Junior Saloon Car Championship has had success in improving its driving standards and racing

Marshalling the drivers?

Currently competitors have the option, when accumulating signatures for their racing licence upgrade, of doing a day as a marshal instead of a race appearance. After the notorious and tragic race weekend at the turn of July to August, some suggested making this mandatory.

"That would be a great idea," Calum Lockie tells Motorsport News. "The more viewpoints you can look at something from the more you learn about it, so if you're standing on a marshals' post actually seeing the conditions they are operating in that's got to give you an insight which will probably temper your view in certain circumstances."

BRSCC chairman Peter Daly expands on the point. "Some championships encourage that," he tells MN. "Caterham encourage a day's marshalling within their academy which is great news. Caterham also encourage their novice drivers to do an extra marshalling day to regain championship points that they might have lost as a result of



Should competitors be made to join the Orange Army on post?

an infringement."

BARC group CEO Ben Taylor takes a similar view. "I don't think it would do anybody any harm at all and it would actually make their appreciation [better] of not only of the regulations but of what it looks like up close, and I also [give] a bit more respect for those volunteers out there."

There is however caution about mandating marshalling days for competitors. "I wouldn't want to

mandate it," Daly notes. "If people want to become a marshal they will become a marshal; if they want to become a racing driver they'll become a racing driver."

Taylor adds: "What you don't want to do is put another barrier to entry up, to people first coming in to the sport you can't say 'you can't go racing until you've done a day's marshalling', because that's just another reason for people not to go racing."



Paul O'Neill recognised a problem at Oulton Park's TOCA meeting, and thinks more can be done

"We are looking into this very seriously"

Hugh Chambers

FEATURE

racing and it’s great to see it. But they don’t actually appreciate the speed that a car might be going and the damage it will do when it has contact, and so it’s the reduction of fear.”

Cars and tracks indeed are, thankfully, safer today than they were, but as is commonly noted this perhaps has an unintended consequence of more cavalier driving. “I think a lot of it is because the cars are so much safer,” Junior Saloon Car Championship coordinator Dave Beecroft suggests to MN. “You can have the big one [crash] and it doesn’t bother you. Hurts your wallet; if you can afford to do it, so what?” Perhaps related, some note that yellow flags don’t get the response from competitors that they should.

Lockie also cites another modern motorsport perennial of sky-rocketing costs, with subsequent desperation to get results to attract and retain sponsors and therefore continue racing.

The factors suggested don’t even stop there, with the example set by high-profile televised contests such as the British Touring Car Championship (*see sidebar*) and Formula 1 also cited. Beecroft also notes the growth of one-make championships, which often have large grids and, by their nature, close competition.

“The advent of one-make racing where it’s incredibly close lap times, I watch some of this racing and these people just seem to have a complete disregard for each other and the cars,” he says. “I couldn’t afford to race at the front [in one of them], I couldn’t afford the damage, because you’ve got to hit somebody to get by, or force them off.”

O’Neill adds: “There’s a lot of cars on these grids these days, so it’s not just the drivers. Some of our circuits, in Brands Indy, Oulton Park’s narrow, there’s a lot of things going on.”

BTCC star Tom Ingram wonders too about the influence of karting. “I think a lot of the Ginetta Junior issues stem from karting,” he says. “It is clear when you watch it now. It is almost par for the course that they run into the back of each other to bump draft. Why is that necessary? That is only coming from go-karting.”

Many observers stress however that the issue is by no means across the board. “I do see amazing driving in other series,” O’Neill says. “One in particular which I covered for most of the year was the Civic Cup, and honestly those boys were just unreal. Every time I interviewed them for livestream I told them how amazing of a show they put on and how other people should look at how they race.

“I don’t know why it’s so different; maybe it’s just the pressure of the TOCA package of people thinking I need to get to the front no matter what.”

Beecroft adds: “The driving standards in club racing, the guy just about affording to race his little whatever, is not so bad, it’s pretty good, but the higher up it goes the driving standards just seem to get worse.”

Beecroft’s BARC Junior Saloon Car Championship is indeed cited as an example of where driving standards are strong. He with clerk of the course Vicky McClinton oversees the contest that



Are drivers getting into high-performance cars too soon?



Accidents seemed a common sight for much of the 2021 year

used to be notorious for its accidents. Not now.

“In Junior Saloon Car Championship it is a non-contact [sport] and we expect that you don’t crash into each other on purpose,” Beecroft says.

“At Pembrey this year, two of the kids did a complete lap from the hairpin round to the hairpin absolutely side by side, door mirror to door mirror the whole lap, never touched, never pushed anybody onto the grass, nothing.”

The championship has done various

things to ensure this, including revising the cars’ brakes and having in-car cameras and data logging to monitor the driving, yet it’s largely achieved through education and strict standards, including even not allowing drivers to compete who do not meet what is required.

“A gentleman will ring up and say my son wants to come and race with us, can we do a test?,” Beecroft continues. “So we take him for a test somewhere, and the minute they get into the car within the conversation we’re having is driving standards. It’s in there from the word go.

“So yes it’s a race car championship but it’s a school, it’s a school of how to go racing. We don’t just take the money and watch them race, we spend so much time afterwards with kids when there has been an incident, I’m talking hours of going through the footage and explaining why it happened, explaining to them how not to get yourself in that situation again.”

“We had a girl just who’s been racing with us, she’s just signed with a major GT team and the team rang me and said ‘Dave, this person’s raced with you, what do you think?’ And within the chat it came back, yeah they’re quick but

they’re safe and responsible, and that’s what the team wanted.

“For JSCC, it’s education, it’s getting them to respect the fellow competitors. It’s what we do, I’m very proud of what we’ve done.”

There is of course the counter that shaping malleable youngsters is different to changing the ways of older competitors. But it gets back to the point that drivers do not lack talent, nor is it especially about punishment given a driver entering a situation is unlikely to have possible penalties at the front of their mind. Rather there is perhaps a shortage of guidance.

“There’s no easy answer to improving driving standards, it comes down to the drivers,” Daly says. “If we have drivers who are not able to race the cars without crashing into each other you can’t blame everyone around them, all you have to do is work out how do we get them to raise their game. If you had that same problem at home and your daughter couldn’t load the dishwasher without breaking glasses you have to teach them how to load the dishwasher without breaking glasses, it can be done.”

O’Neill continues: “I don’t think that the senior drivers speak up enough. In the bigger championships like touring cars people like Ash Sutton seem to do the right thing and speak to the race directors about their concerns.

“I had it out with every single one of them Mini Challenge drivers in 2017 or ’18, when I did a race in one, there was people going off left, right and centre in qualifying and marshals coming up to me saying I feel unsafe. I just got them [the drivers] together in parc ferme and tore them a new one with Rob Collard.

“That’s what you’re missing from some of the support races, because they don’t have senior drivers really. There’s no Paul Rivett in that kind of scenario, it’s more younger kids.

“Ginetta Juniors get a bad rep sometimes and they have had some of the best races this year that I’ve commented on, and I do put a lot of that down to people like Phil Glew, Ash Sutton, Stef Hodgetts, people like that who are coaching these kids and they’re sat with them a lot of the time on testdays and you educate them into how to drive under yellow

“We need respected drivers to sort out the problems”

Paul O’Neill



Daly pinpoints a lack of training



The loss of a marshal in late July focused the minds in motorsport



More accidents mean more session stoppages and delays



O'Neill wants to see more appointments like Phil Bennett at GT Cup

flag conditions or anything like that.

"A lot of these elder statesmen they will be telling them exactly what the score is. So maybe there needs to be some kind of education to these people coming through. And I don't want to bad mouth particular championships because I don't think it's right but some of them did need to have a look at themselves.

"Every championship should have somebody helping out who's raced at a good level. Phil Bennett is now driver standards [officer] for GT Cup which I think was quite a big statement. He's won a lot of different things, he knows how to race and I think that's sometimes what you're missing because people seem to get away with the most ridiculous things and then some people get penalised for the most ridiculous things.

"These championships should have a respected driver or ex-driver sorting out a lot of the problems they have on track. And a lot of the drivers should have coaching, anyone can be fast but coaching like your Phil Glew and your Ash Suttons do, about real-life situations about what can happen."

Becroft indeed stresses the benefits

developing a culture. "We [in JSCC] get mums and dads and kids who rock up with an attitude of 'I'm going to win at all costs,'" he says. "We get on top of that situation very quickly, but the most important thing that happens is the peer pressure from the other competitors is you don't race like that in JSCC. So we've now built up this situation that the respect within the group of children who are in JSCC now; you come racing JSCC this is how you behave."

In this vein, O'Neill notes that Mini Challenge driving standards improved greatly after his criticisms. "[It] is a great championship. And that particular interview that I did I think they felt the pressure," O'Neill says.

"They have to be highly commended at the end of the year, I thought they were exceptional. I think it was Silverstone, it was a brilliant race and everything the Mini Challenge should be. It does take sometimes a bit of media pressure and the elder statesmen or the championship leader to have a word. People just to look up to and say 'come on guys, let's just have a safe race'. Sometimes it can be as simple as that." ■

The headline act with a big responsibility

The British Touring Car Championship is the UK's highest profile series, and live-to-air television coverage on ITV4 means that it is constantly in the spotlight and held up as an example.

The image of the BTCC as being glorified banger racing is one that stems from the high-drama flashpoints – such as the 1992 finale when Steve Soper and John Cleland shunted – but these are, in truth, a rarity these days. Yet once the mud has been slung, it is hard to shake off.

The championship has a raft of regulations that drivers sign up to. It has spy-in-the-cab cameras facing forwards and backwards from each car and it even employs a driving standards officer: former racer James Cole took over the role for 2021 in place of former incumbent Jeff Allam.

Even so, the perception remains that the series relies on crash, bang and wallop to deliver its thrills, and that is something in the minds of those who take part in the category today.

Close-quarter action is something reigning champion Ash Sutton is well used to but he knows it needs to remain within certain limits.

Sutton says: "There is an element that the BTCC is a TV show at the end of the day, but it is a fine line we are walking on. It is very easy to fall the wrong side of that line.

"We have had a couple of blips where driving standards have been quite appalling and, last year, I kicked up a couple of times on TV about it. I do feel, though, like we are clamping down and getting it under control. Touring cars is about the little bits where you lean on each other, but as long as the other driver leaves you a car's width that is enough in my book."

The rules have become more transparent in recent seasons with a written document issued to let drivers know exactly what is acceptable and what isn't. A driver who pushed another out of the way can avoid a penalty if they voluntarily give back any advantage gained, too. The message is gradually filtering through to all those on the grid, says frontrunner Tom Ingram.

Ingram explains: "I think the driving standards are getting better in British touring cars, certainly better than it has been in recent years. A lot of what you might call the 'professional fouls' are now being frowned upon a lot more than they were maybe five, six or seven years ago.

"There is now an intolerance to bad driving in that sense, but I think there is still room to go. The problem is that some of [the moves that happen and people's opinions on them] is historical. A driver might think 'well, I used to get away with that'. Well, you can't anymore. And, as the top level of British motorsport, we set the precedent for the other categories to follow if you go all the way down the motorsport ladder."

Again, this is where there is a certain element of frustration among the current crop. While they are adhering to the new more stringent regulations, the wider perception harks back to a different generation.

Sutton says: "When some people are looking at us, they might be used to seeing – what should we call it? – a 'Matt Neal' -type manoeuvre. Matt's famous move was on Brands Indy into the last corner, just down the inside. Those kinds of moves have actually got a name for themselves. There is the 'Matt Neal move' or the 'Jason Plato move'.

"But what is interesting about that is that those moves are all related to the driving about 15 years ago, so I do feel like things are changing.

"There is not now a 'Sutton move', an 'Ingram move' or a 'Colin Turkington move'. But we do have to maintain in our minds that younger drivers are watching too. We need to be putting on the right show."

Sutton and Ingram are working behind the scenes with Cole and clerk of the course Ian Watson to shine a light on some of the manoeuvres that might be beyond the fine line. Ingram says the varying level of skill up and down the grid has been one of the reasons that the spotlight has been turned up on the BTCC.

"The trouble with touring cars – and this is going back a while – is that you had the people who could race and be 'cute' and those who couldn't," Ingram says. "The people at the front who could do it were fantastic at it. They would be able to fire someone off without actually looking like they had. It would just be the slightest of nudges that they wouldn't even notice on TV. It was just the slightest bit of unsettling of the car.

"Unfortunately, the TV and the generally public would focus their attention on the people who were shit at it. Then it just looked clumsy, because they didn't quite have that talent to have that technique. They just fired up the back of people, blundered them out of the way and it looked awful. That is what gave touring cars such a bad reputation.

"Those sorts of things don't happen anymore and that is a good thing, but it will take a while to turn around the image of the series. But we are trying."

Matt James



BTCC frontrunners Sutton (1) and Ingram reckon the championship has come a long way



All in the past: shunts like the notorious 1992 Soper-Cleland clash are now rare in BTCC

FEATURE

GWYNDAF EVANS: A CHAMPION DAD

The self-effacing Welsh legend tackles readers' posers in conversation with Nick Garton

Gwyndaf Evans has just celebrated the 40th anniversary year of his first rally, launching a career which has not only brought him a British rally championship title (in 1996), but also the admiration of the fans and the industry insiders alike.

Calm and level-headed under pressure, a demon development driver and a personality that belies the competitive fire raging within, Evans has been a bastion of the British sport. He's also got a son, whom you might have heard of. Said youngster is pretty handy in a rally car, too. But with plenty to look forward to from Elfyn Evans in 2022, MN was delighted to turn the spotlight back on his father's illustrious career with some questions from our readership.

Question: At what stage did rallying first appeal to you and did your parents approve of you rallying in the

same way that you've supported Elfyn?
Michelle Perry
Via Twitter

Gwyndaf Evans: "I got the interest from my uncle, who was competing doing loads of road rallies and, basically, [at] around 12 or 13 years old I used to go and spectate. Being brought up in a small village garage, cars were inevitably not going to be that far away. So, I knew full well what I wanted to do. I'd been doing a bit of banger racing, which is just going round a field. Luckily there were a few events around where I live so I converted an old Mini Traveller van, welded a cage in and what have you, when I was 13 or 14, and did banger racing around the fields."

"In rallying I did some co-driving when I was 16 and sort of got the bug without telling my parents. My parents, I think, had enough experience with my uncle, who had not a great track record with bending cars and costing a bit of money. They knew where I was going to end up was going to cost the family money as well and I didn't think that I

would get any brownie points if I told them I was going to go rallying. I did the co-driving on a secret basis from my family, but my sister eventually split from me and showed them my trophies from doing very, very small events and the cat was out of the jar, then!"

Question: You had a lot of success in the Moting News Championship early on in your career and you featured a lot in our coverage back in the early eighties. The modern MN Circuit Rally Championship is back underway but what was the series like at that time?

Matt James
Motorsport News

GE: "David Williams started with Moting News the same year as I started rallying, and basically, like so many other people, I had all the time in the world for David. He was probably the most knowledgeable and nicest journalist I ever shared my experiences with. I thought he was brilliant, and I guess that's why I ended up with my

fair share [of stories] in Moting News – Motorsport News today, of course. It was amateur but... I started doing the 1300 championship in 1981 and even that was competitive, and the main championship was very, very competitive indeed."

"There were Ford RS2000s and Triumph TR7s and Sunbeam Lotuses and Lotus Cortinas – nice machinery. And I won the championship overall in 1984 with the Vauxhall Chevette by Peter Maiden Cars so I was managing to find some help by then, I mean a few cans of oil from Shell and tyres from Dunlop and a few quid from the local hotel or what have you."

"Things weren't half as expensive then as they are now, but you know we rattled through [the money] and I got a lot of help then as well from Peter Maiden who built and provided the car. We did some dents in the garage's business pot as well, of course, we hammered that a bit as well, but it was all very, very good fun. I couldn't get into stage rallying at that point because

stage rallying was at a different level and a different level in costs again, you know? So that's why I stuck with the Moting News championship for years because it was the best value I could afford. It served me well."

"There was a good social side to it but obviously we drove all night, I think we were all hanging by 0500hrs when we finished the event, and everyone just had breakfast after a good night. It wasn't just driving around the lanes, like, it was proper, and it was timed to the second. David did compete in a Mini, I don't think he did the championship, but he did compete and that did show in his questions and in the way reported as well. I think it's not just me who had huge respect for him, the whole national sport had massive respect for him."

Question: At every British rally in the 1980s and 1990s there was a wealth of stars around the place in the service park and certainly in the bar afterwards, did you ever seek



Late '80s saw Evans arrive in top flight

Photos: mcklein-imagedatabase.com, Motorsport Images



Evans was runner-up in 1995 British Rally contest

out advice from them and if so who gave the best advice – and who gave the worst?

Gerald Lacey
Via email

GE: “There was a lot of banter. I remember asking Russell Brookes a question on either Circuit of Ireland or Ulster when we were both in Sierra Cosworths, I asked him a question about something, and he definitely wasn’t forthcoming – he wanted to win! I can see why now, looking back. We had some nice banter as well later on in life, but it was all serious stuff then: he wasn’t sharing too much on the rallies!”

MN: The thing with rallying, though, is that for a kid in karting, they’re never going to get the chance to talk to Lewis Hamilton. But on a rally, everyone is so much more approachable.

GE: “The sport is still quite approachable – at least it appears more approachable like you say, than the example you used there. But I think rallying has still gone a little bit more distant than it used to be.

“I don’t think it’s as approachable as it was. It’s the nature of the events, the nature of the service parks, they’re all cordoned off. I don’t find it as open as it used to be. And in them days, there was a

“I said: ‘Hey, Howard, do you fancy doing a rally with me?’”

Gwyndaf Evans

lot of servicing out of the back of a van – even Roger Clark was servicing out of a Transit van on the side of the road so it was inevitable.

“Whereas now nobody can touch the car, nobody can give any outside assistance and even when you go into the service parks you’re behind barriers, you can’t get that close. It’s not as it used to be and they’re all in big facilities, the big teams, the drivers are all tucked away there. I think we’ve gone slightly less approachable than we used to be.

“The whole team would get a part to play and feel more a part of it. The nature of the events, the whole of rallying has changed. You go out, drive two or three stages and come back and in the big teams the engineers don’t tend to move from that hospitality unit and their work area. I can see why they have had to do it but it has changed a little bit.”

Question: You burst into the British championship with a Ford Sierra Cosworth back in 1987, was it an intimidating car to drive and how did you adjust to being in the top category?

Mike Anderson
Via Twitter

GE: “I don’t know if it was intimidating but do you know, in life, I was very focused and very determined and I put a lot of energy, everything I had, into it. I only worked to go rallying, I didn’t work for any other reason, and I put the hours in because there was only one thing that I wanted to do so everything would be channelled towards motorsport.

“Equally, I had some lucky breaks, but I like to think that I created some of them and I think ultimately, it’s fair game then if you make it because you’ve worked damned hard. You’ve just made yourself available and done some of the right things to get there.

“When I first did Group N British championship and won, then I got the

continued on page 22



‘Marriage’ between Evans and his ebullient co-driver Howard Davies lasted for 14 memorable seasons

FEATURE

luck to go to the Group A car, which was the Sierra Cosworth.

“They were animal cars, but they made you honest! I mean, you had 320bhp or whatever they were, with loads of torque but huge turbo lag going through the back wheels, and you knew that whenever that turbo was coming in you needed a handful of opposite lock straight away when it was slippery in places like Ulster and places like that. It wouldn’t be uncommon for it to light the wheels in third gear, that is the sort of torque that we’re talking and the lack of grip that you had. They were good fun.

“When you got it pointing in the right direction, they were pretty rapid as well because they didn’t weigh a huge amount. But when I did the move to Group A I only did a year before I got my first magic phone call from Boreham offering to join the works team. A lot of that was luck but a lot of it obviously meant somebody was watching somewhere and I must have done something right.”

Question: When you first started appearing on Top Gear Rally Reports there were references to your bus driving. Was that true and how did your passengers feel about your pace?

Andy Tucker
Via Twitter
GE: “It’s 100% true and actually Tony Mason off Top Gear did a feature on me driving the bus, I think it’s on YouTube somewhere, driving the kids to school... “I think they thoroughly enjoyed it. And having Top Gear filming it was even more of a treat. I remember stopping on the top of the pass from my home village to Dollgellau, just on the south side of Dyfi Forest, I’ve been a few times stuck on the top with snow.

“Even ‘the bravery of Gwyndaf Evans’ would say no, this is not wise to go down: we’d better wait at the top with a bus full of children because that was a heavy old thing and if it started to go it was going on its own. It didn’t matter how good of a driver you were.”

Question: How did you establish a relationship with Ford and how did that develop over time to the international level?

Martin Johns
Via Twitter
GE: “Basically, that kicked off with a competition in 1987: ‘Search for the Next Rally Driver’. It was a competition with heats all over the country, in Wales and Ireland and Scotland, and the top two would go to a final in Boreham. Basically, I ended up as the runner-up with a rally jacket as the prize and the winner, George Donaldson, got a fully funded works Group N entry in the British Rally Championship the following year.

“But what I did have, and I still think it’s a sweet story, a story that I’ll never forget – and the only big positive thing that I took from that competition – was on that evening there was a dinner for all the contestants, and I was put to sit by the side of Stuart Turner. Now, I’m still shy now but I was particularly shy then and I could barely speak. My English was much worse than it is even now,



Privateer success led to Ford works call-up with 4x4 Sierra

bear in mind I come from the valleys from Snowdonia, from Wales, and venturing down to Boreham was a long way, like, because I’d never had a passport or anything like that.

“Basically, I was sat with Stuart Turner and during the dinner I took enough courage to turn to him and ask him: ‘Excuse me Mr Turner, I’m obviously gutted, I don’t know where to go. My heart’s broken that I haven’t won this competition it’s a big dent in my journey to get to where I want, have you got any advice for me, please?’

“So, he turned around, having not spoken to me all night, and says: ‘Don’t ask me, I’m not the person to ask.’ And he turned back and kept on eating, and I thought ‘bloody hell – why isn’t this the chap to ask? If anybody knows, he should!’

“Anyway, he turned back a little bit later and he said: ‘I’ll tell you why you shouldn’t be asking me...’ and basically when he first took the role up at Ford,

he had a young driver come up to his office and put his CV on his desk and try to put forward why Stuart should sign him up to a Formula 1 team. And Stuart said he read his portfolio, closed his portfolio and said: ‘If you want my advice, mate, you should find yourself another job.’ He said all he could see was that this guy was crashing all the time, but it turned out that this guy was James Hunt. So, I did see where he was coming from!

“Later on, he said: ‘If you want my advice, I would get out there and beat the winner. Beat the guy we’ve chosen.’ And I never said answered back, I just said: ‘oh!’ Just like that. But all the way on the way home I said: ‘How the bloody hell am I meant to get a Sierra Cosworth and come back and compete at a level to beat George? I wasn’t afraid of the driving, but all the financial and everything else. But I ended up doing it’

MN: George went on to have a great career on the management side with

Subaru; a lot of big names all came through the sport at the same time and competed against each other.

GE: “Exactly, and [Donaldson] was at Mitsubishi and Toyota. A lot of us did come through together and then obviously after that I did the Group N in my own car – well, with a lot of other people’s help and support – and then I got the Group A drive in the pink Sierra Cosworth and then at the end of the year Boreham called me with that magic phone call: ‘how would I like to join them to do three World championship rallies, which was Sanremo, Finland and the RAC Rally, and do the British championship all in a 4x4 Sierra Cosworth, and do some test driving?’ Obviously, that was the phone call that I still will never forget because it was unbelievable.”

Question: Howard Davies is such a huge personality, how did you two first meet and what are the best parts of the partnership in and out of the car?

Phil Barry
Via Twitter
GE: “Oh, my goodness, this could carry on all night! Basically, I was without a co-driver when I’d got this Group N Sierra Cosworth, the one to compete against George Donaldson, and we decided to do the RAC Rally before we did the British championship. Anyway, I didn’t have a co-driver and I’d heard about this young lad who only lives 13 miles down the road and I went to his door and knocked on the door and said: ‘Hey, Howard, how do you fancy doing a rally with me?’ I was having to beg to

him to do a rally with me, basically.

“And he says: ‘Yeah, I’ll do a rally, just let me know when you want to do one and I’ll let you know.’ And I said: ‘No, no – I’m asking will you do a rally with me now?’ And he says: ‘Yeah – but what rally?’ When I said the RAC Rally he nearly dropped down dead! He had a hell of a shock being asked to do the RAC for our first rally, but we never looked back for 14 years, and it was all fun, a laugh a minute, but there is a serious side to him as well.

“He was a very, very capable map reader, he was brilliant at the organisation of the event, and when it became notes reading he was second to none – but he knew how to play as well! He was perfect for me because I was the quiet, shy, good influence. He was, I won’t say bad-bad, but more full of life and it worked as a good marriage. We were dead opposites but worked really, really well.

“There’s too many memories, a lot we experienced together, particularly going abroad. I remember in Indonesia, we used to go quite a lot to Indonesia, and he needed a crap. And we found a place for him to have a crap, but there wasn’t much there, and he had to bend and aim for a hole and... well, well, well, well... say no more!

“There was a time in Sweden, we ran out of fuel when we went out practicing at, like, 2100hrs when it was minus 25, which was a stupid thing to do, looking back. We were warned, actually, by Stig Blomqvist [GE does uncannily accurate Blomqvist impression]: ‘Ahhhh, you be careful. Careful going out at night, you



Kit Cars made F2 faster and ‘more dangerous’

“Stuart Turner said: ‘get out and beat the guy we’ve chosen!’”

Gwyndaf Evans



Sierra Cosworth's grunt held no fear for Evans

might get bad frostbite. Ahhhh, you won't have any hands at all.'

"And we thought: 'yeah, yeah, we've been cold in Wales, like, it's no problem.'

"We didn't really realise what cold was before that trip to Sweden, walking back with Howard for a couple of miles when it was minus 26. It was quite fun: he kept us going with humour."

MN: You'd also never know, with Stig, if he was joking or not, would you?

GE: "Well, there is that as well! But I've got all the time in the world for Stig and a lot of respect, obviously."

Question: Which was the best season for you competitively – whether or not you won a title that year – and what moments gave you the most satisfaction as a competitor?

Ed Mitchell
Via Twitter
GE: "I'm going to go for a second [place] overall here. Sometimes, you shouldn't be so pleased finishing second, but we finished second in Australia in the Ibiza F2 car, which basically clinched the manufacturers' championship for Seat for the second or third time running. It just meant a lot to have gone away to Australia of all places, so far from home, I drew a huge amount of satisfaction from that year."

"And I think I probably drove best when I was in the Ibiza, the Ibiza and me was a package. I thoroughly enjoyed the chassis of it, although it was still quite demanding. There was a lot of good days in a lot of Fords as well, but the Ibiza was particularly good fun."

Question: The Kit Car era brought a lot of manufacturers back to the British championship, with a lot of up-and-coming British drivers like Martin Rowe and Alister McRae as well as experienced guys like yourself. Was it a good formula for the series or was it too technical and expensive?

Peter White
Via email
GE: "Well, tell me a formula that hasn't got more expensive. The standard F2 cars with Mark Higgins and Alister, they were in things like the Nissan Sunny and the Volkswagen Golf, we were having as much fun in them as we were in the Kit Cars. The Kit Cars were a little bit faster, a little bit more dangerous – and a lot more expensive! That Escort was awesome, a fierce bit of kit – a handful! – but a fierce bit of kit. And quick. It only weighed 850kg with 280-plus horsepower. Even now it wouldn't be going bad, would it? The figures stack up quite nicely and they were on proper slick tyres, 17-inch, wide slick tyres with no tread at all. In its day, they were awesome."

Question: There were years when the whole of Britain seemed to be waiting for you to step up to the WRC, was it a frustration to you and what was the blocker when you were clearly a winning proposition on every surface?

Derek Jones
Via Facebook
GE: "I think that's one way of describing it, yes. But you look at things, you look back and there was a couple of opportunities that I had like

going as team-mates to Carlos Sainz to Indonesia, for example. It was an opportunity, and I blew it.

"I was competitive in Indonesia, we were right up there, but I took the front hub off: we hit a tree stump on the right-hand side of a narrow lane. Now, you could say: 'was it bad luck or bad driving?' Probably a bit of both. Had it gone the other way, we probably would have finished close to Carlos; we were identical in testing and on the shakedown and we were running close to him... anyway, the rest is history. I had a DNF, so then I didn't become part of the equation to go back in.

"I had the same with the RAC Rally, I remember very well doing that in a Sierra Cosworth and I was running second to Colin McRae coming in to Dyfi Forest. I was certainly well up there, done a couple of fastest times, I was punching above my weight for the experience in the car that I had, but I put it off and that was it.

"The door was half-shut then. There was a lot of damned good drivers about to be fair and another thing that became apparent to me, which I hadn't realised at that point, was I became quite handy as a test driver. In one way that served me really, really well as I stayed with Ford Motorsport for eight or 10 years because there was always work for development driving.

"But the door didn't fully open to have a proper full season so that bit was slightly frustrating. I was doing all the testing of cars for all these famous people like Miki Biasion, Sainz, Bruno Thiry and all the top boys that there were

continued on page 24



Evans' talents gelled perfectly with the Seat Ibiza: his favourite car



The Welshman has remained a hugely popular figure in British rallying

FEATURE

at the time... I would have driven their cars. So that was a bit frustrating but still good fun, I was still getting paid a few quid just to do the thing I love doing, which was driving cars.”

Question: *Seat seemed very PR-driven and had the brightest cars and prettiest girls on the events but what was their set-up like compared to Ford’s, was it all business behind the scenes?*

Alan Mitchell
Via Facebook

GE: “It was certainly glossy but you had basically Gary Savage as the marketing manager of Seat then, he’s gone on to great things afterwards, I think he’s the MD of Mercedes-Benz in the UK at the moment. He went to Audi from Seat and on from there so hats off to Gary, but he was a PR machine. He realised the budget he was putting in and was doing it with a business head. He got enthusiastic about rallying but I wouldn’t say he was a rally anorak. It was business. But he got a brilliant team in Steve Black and SBG to build the cars to a very high standard.

“What he was clever at was he got the right people to do the right things within the team, and I think that’s why we were so colourful and so successful and he was there to promote Seat, ultimately. Having fun was a big bonus but very much it was part of his business acumen: he could make business fun.”

Question: *How good was the MG ZR and did MG have bigger plans for its rally programme?*

Josh Barnett
Via Twitter

GE: “Well, when I joined they did [have bigger plans]. They sort-of hinted that they did. How good was it? It wasn’t.

“We only managed to finish one World championship rally in that car, that was Sanremo, and we had to carry a gallon of water and fill the car up every time we had the chance. They couldn’t make the engine last, basically. I mean, a beautiful engine for a Super 1600, the power was good, but it wouldn’t last.

“It was a shame and they dropped the programme. I think in fairness MG-Rover came from nothing to do Le Mans, to do touring cars and to try and do little bit of rallying as well.

“I’ve got nice memories so I wouldn’t change that for the world but I think ultimately they should have done one programme to start off with and bring others on later on but ultimately the company collapsed, didn’t it?”

Question: *You came back in 2010 and nearly won the British championship again, what prompted you to do it and did you expect to be that competitive?*

Susan McPherson
Via Facebook

GE: “I was getting older by then, wasn’t I? It’s not that I had stopped rallying, I just didn’t have a programme to do the championship but it’s in the blood. It’s like a drug, unfortunately, you can’t give up, like, you know? And lo and behold I’m thinking of coming back and doing some more events next year!



In 2010, Evans returned to BRC and finished season as title runner-up



Evans and Davies risk frostbite on Rally Sweden back in 1991

“In my view, I was only a young chick then [in 2010] but I obviously wasn’t! So, any chance to come back and do it... was I surprised to be that competitive? Well, if you are competitive, it never takes you by surprise, you know? The fight was still there, and I enjoyed that bit.”

Question: *You have supported a number of young drivers coming up through the sport with coaching and advice – how frustrating has it been that relatively few youngsters get through to the top and what can be done to help British talent to flourish?*

Roger Hawkins
Via Facebook

GE: “That’s a difficult question, isn’t it? And we say that there’s not many British, but there’s not many drivers, full stop, worldwide.

“I think you need to look at the full global industry, really, and I’m 99% sure that it’s not the lack of talent or ability out there, it’s the cost at the end of the day.

“If we all did rallies that were a fraction of the cost and drove cars that were a fraction of the cost, there would be a lot more drivers of every nationality competing and we would find

more top drivers. We’ve done well, Britain has done well with a lot of very, very talented drivers: Elfyn and [Craig] Breen; Osian Pryce and Tom Cave; Matt Edwards and Chris Ingram... the list goes on and on.

“We’ve done pretty damned good on that front. Getting that talent up to World championship level has not been huge amounts [of drivers] has there?

“But every division you change, from national to British to European to World, the costs seem to multiply. Every time you go from the junior categories to R5 the costs multiply.

“But I still think that the junior categories is still the one, unless you’ve got endless amounts of money, that’s still the best one to cut it.

“If you are exceptional and you work really hard and you tick all the boxes and you dominate in that class you’ve still got half a chance to be picked up. But I think there should be more opportunities and more emphasis on that [cost] because even the juniors have gone expensive now.

“At the end of the day, I don’t think the cars need to be as expensive as they are [now], if you wanted my honest opinion, because ultimately the fastest

man, or the best driver, will still win.”

MN: If Rally1 works as hoped and brings in a few more manufacturers at the top looking for talent, will that help someone like Chris Ingram?

GE: “I don’t want to get too controversial here! I don’t agree with a lot of it, but there we go. It’s not approachable anymore, is it?

“It’s ridiculous, let’s be honest. I have a lot of faith that [Ingram] can do it but he’s got to be able to dominate at the end of his two years [in WRC2]. If he is that dominant, then they’ll have no choice but to get him in – but it will be a hard-earned one!”

Question: *You’ve obviously played a huge part in Elfyn’s career, and it must be very satisfying to see his talent flourish. Are you as busy with his career now as you were at the peak of your own?*

Sam Taylor
Via Twitter

GE: “I have been, the last couple of years. Or it seems like it! I don’t think it’s sustainable at my age, I’m going to be doing a little bit less next year, have a little bit more fun myself, but obviously I’m still there for him if he wants it.

“I’d like to think it’s been a team effort, in the very, very early days he was on his tod a little bit, but since 10 years now he’s had all the support we could physically give him and he’s done his bit as well.

You cannot perform for him, you cannot steer for him, you cannot do the physical training – he’s got to want to do it for himself. And he’s done that.”

MN: The reputation that he’s built not only as a competitor but also as a sportsman in the old-fashioned sense must make you proud.

GE: “There’s bits of it that have really come close to heart. The fact that he’s been successful and driven for top WRC teams is one thing, but the personality and still keeping his feet on the ground is equally as important as the success. I don’t think the sport itself, by a lot of people, including the media, [it] doesn’t have the respect it deserves.

“Until you’ve actually sat in them motor cars and actually experienced it or tried to do it yourself I don’t think you can appreciate, totally, how good they are and what goes into it. I mean, the television only touch on it, they just touch the edges, like, there’s so much more that goes into it.

“I think they do a better job with



MG overpromised its works effort, which included Le Mans and BTCC

“It’s pretty sweet to have a son to buy you a Mk2 Escort...”

Gwyndaf Evans



Mid-'90s BRC manufacturer boom was good, says Evans

Formula 1, that's come on a lot, but then they've got bigger budgets. I don't want to come over negative and to come over as knocking, but I think there's still huge amounts of opportunity. There's not enough of the personnel, people, teams, background stuff that is projected.

"As part of the team you can look at all the people that Elfyn and all the others need to go and do it. There's only so much in-car you can watch. In-car is fine for me because I can technically follow it, but for the granny there's only so much in-car she wants to watch and there's only so much outside shots she wants to see. But people, personality, work ethics, what goes on... that's interesting even for granny.

"The BBC used to do it very well for us. I've done some business in Chester... they said: 'Oh yes everyone's looking forward to meeting Gwyndaf Evans'. And I said: 'Yes, but I'm coming with my son, Elfyn.' And they went: 'no, no, no it's your name they knew!' I said: 'But he's a WRC driver, I'm nothing!' and they said: 'No, no, no; they know all about you,' So we've lost something over the years, haven't we?"

Question: Is there still a temptation to



Blomqvist offered Evans advice

go out and do events for yourself, and are you more interested in modern machinery or something like the Roger Albert or the Safari Classic?

Patrick Field
Via Twitter

GE: "Well, obviously, I've won the Roger Albert twice, so that holds a really good place in my heart. Thoroughly enjoyed it, with [co-driver] John Millington. And they were good Roger Clark rallies as well. I know this year has been exceptional, but we had some snowy ones as well. I don't know about the Roger Albert Clark Rally, I'll start with some smaller events and see how it goes but I've got the car to do it, let's put it like that.

"I'm serious, but if you can do such a thing, I want to come back to purely enjoy it and not have quite a competitive head on like I used to have. I don't know whether that happens in life!"

MN: So, has this been a little lockdown project for you?

GE: "No, to be honest with you, Elfyn has spoiled me. Elfyn has bought one for me to say thank you for the years – it's pretty sweet to have a son to buy you a Mk2 Escort as a thank you!" ■



WRC storytelling was better before, says Evans



A return to the cockpit of an Escort awaits Evans in the 2022 season



Father and son have been inseparable, but Gwyndaf will step back

FEATURE

FIRED UP AND READY

With time to look ahead, our staff have picked out the moments that

Strangely, this time of the season can be more exciting than most. No-one has been beaten on rally stage or on a race track yet and no driver has experienced a disappointment. The early weeks of any year are all about anticipation and excitement.

There is plenty to look forward to, and there are myriad storylines that are ready to play out. We have asked out experts to look across motorsport as a whole and pick out the events and patterns that will keep us all absorbed throughout 2022.

These are the ones that our staff are anticipating but, of course, there will be lots of others that unfold across the course of the next 12 months.

Keep reading Motorsport News, and we will keep you abreast of them all.

A BIG BREAK FOR GEORGE RUSSELL

The fallout from the final round of the 2021 Formula 1 World championship has yet to settle down, but the Brits are coming



Russell will battle for Mercedes in F1

Max Verstappen will carry number one on his Red Bull, and Lewis Hamilton will hopefully be back to avenge his defeat in Abu Dhabi. There is plenty more to come in the rivalry between these two, and it is a battle worth looking forward to.

But beyond that, this is likely to be a huge season for three other Brits. While Alex Albon will look to turn heads in the improving Williams, Lando Norris is surely going to be on the cusp of his first win for McLaren. Having come so close in Russia and Monza last year, it can't come a moment too soon.

But perhaps the biggest headlines will be written by George Russell on his promotion to Mercedes' top table alongside Hamilton. He truly has grabbed the golden ticket, and his career so far has shown that he has the talent to fight at the front. How close will he get to Lewis? How will he react in the heat of a fight for the race lead? How will he cope with the pressure?

All these answers, and more, will be told in the pages of Motorsport News throughout 2022.

Matt James



Will M-Sport turn Puma into a winner?

WATCHING THE PUMA TAKE A WRC LEAP FOR M-SPORT

The biggest and most important thing for British fans to look forward to from the World Rally Championship in 2022 is a resurgence in the form of M-Sport.

Ford is to rallying what Ferrari is to F1, Porsche is to sportscars and BMW is to touring cars. It's the defining brand.

Everyone has their favourite rally car from the Blue Oval, whether it's BDA-powered, a Cosworth or a Fiesta.

Somehow, the magicians in Cumbria have already made the ungainly Puma hybrid road car look like a million dollars. They have also endured a lot of pain over the past two

seasons with a car that hasn't had much development budget because all eyes have been on the next generation.

Hyundai cannot claim that: it only decided to go ahead with a hybrid seven months ago. There's no doubting the strength of the Toyota team or its lead drivers Elfyn Evans and

Kalle Rovanperä, but M-Sport has done the most miles.

There can be no excuses in Monte Carlo. The team's young drivers have gained experience and it now has both Craig Breen and the greatest driver in WRC history, Sebastian Loeb. It's time for the British team to shine.

Nick Garton

GIVING THE BTCC A HUGE BOOST

It was inevitable that the British Touring Car Championship would have to adopt some green technology as it strives to reflect the road-car market, but the solution it has come up with will add some real brainpower to the driving styles in 2022.

Extra power can be deployed by a driver to either 'push to pass', or it can be used to defend. No longer will successful cars be hamstrung by extra ballast weight – the penalty for success full be fewer seconds of super speed compared to rivals.

While the technology is interesting in its own right,

the intriguing factor is going to be how the drivers decided to use the extra power during a race.

Will they use it early to gain track position? Will it be kept for later in the lap to facilitate an overtaking move? How will it impact the strategy of a race?

All of these questions have been running through the minds of the racers over the winter, and the smart ones will have already mapped out a strategy. But others will be using it on the hoof. So it is going to be fascinating to see what happens, and it is sure to highlight which racers have the brainpower to create a winning



Hybrid tech for the BTCC

plan while pushing the car to its limits. It is just another element that will add to the complexities of winning Britain's highest-profile championship

Matt James

SINGLE-MINDED VISION FOR BRITISH SUCCESS

We all can recall the days when Britain was the go-to place for stars of the future; when the likes of Ayrton Senna and Mika Hakkinen headed to UK circuits to learn their trade and advertise their wares as they aimed for the very top.

For various reasons those days are unlikely to return, not in their entirety anyway. But there is reason to think that in 2022 British junior single-seater racing will take a firm stride back in its direction.

British Formula 4 has a new car and engine plus is under new management, from governing

body Motorsport UK, which is determined to establish the championship as number-one F4 choice for those with F1 aspirations. It's already got an impressive line-up of entrant teams.

Then there's MotorSport



GB3 will build once more

Vision's GB3 championship, which also has upgraded machinery this year and enters 2022 building on increasing grids last season despite the mid-year setback of losing its 'British F3' title.

And, adding to the options for big-on-talent youngsters, this year GB3 will be joined by a new little brother in GB4, designed as an affordable entry-level privateer contest.

It's got a fascinating range of squads intending to compete, from existing GB3 outfits to those from Formula Ford.

Graham Keillon

Photos: Motorsport Images, Ben Lawrence, Paul Lawrence, Jakob Ebrey, 5 Nations Rallycross, M-Sport

FOR THE DELIGHTS OF

will make the 12 months ahead

2022

MAKING MEMORIES BY TACKLING THE TESTING TARMAC



Tarmac tests will headline the BRC

There is something unique about the Jim Clark Rally. The Duns-based event feels more exotic than it should: on a par with Ypres or Zlin among the great European asphalt occasions.

Coronavirus has put the Jim Clark on hold since Josh Moffett's victory in 2019. The BRC has soldiered on, but if we can get on top of the Omicron strain by May then it will be back, and it will have been worth the wait.

British rallying feels as though it is moving towards a more Tarmac-centric future as the sustainability needs of the forestry bodies must be met, and we as an industry are unlikely to answer them quickly enough

in some cases. Once upon a time only the Manx and Ireland gave British rally drivers a chance to bolt on slick rubber, but now 50% of the calendar is on sealed roads.

The Jim Clark remains special, and there are few communities that hold motorsport closer to their hearts than Berwickshire – whose motor club president, under whose purview the rally falls, is none other than 1990 WRC ladies' champion, Louise Aitken-Walker.

Kielder, Sweet Lamb and Grizedale may define British rallying, but the Jim Clark enhances it fantastically.

Nick Carton

THE REINVENTION OF THE OULTON PARK GOLD CUP

The rebirth of the Oulton Park Gold Cup is great news for anyone north of Donington Park looking for a high-profile historic racing festival.

The annual event of the last decade and more has been excellent, centred on Historic Sports Car Club content with headliners including Historic Formula 2,

but there is a new look to 2022 when the event moves forward to the end of July from the traditional August Bank Holiday weekend.

The HSCC remains the organising club but a new deal with venue owners MSV will significantly change the race content and bring a remarkably diverse race

line-up. The HGCPA, with its post-war F1 cars, has not been to Cheshire for some time and Masters Gentleman Drivers and Pre '66 Touring Cars will be key attractions.

Meanwhile, for probably the first time ever, races from the VSCC will share a paddock with the CSCC Special Saloons and

Modified Sports. If you want variety, here it is.

However, the sight and sound of the HSCC Historic Formula 2 cars will still be one of the best things about this wonderful event at a glorious track. Let's hope the change of date doesn't harm the 2022 Gold Cup.

Paul Lawrence



Oulton Park will feature top cars



BHRC should be back on song

THE TOUGHEST TEST YET FOR HISTORIC RALLY BATTLEERS

Only in the closing months of 2021 did most of us get to see historic rally cars in the forest again but even then, in the case of the Roger Albert Clark Rally, Storm Arwen did its best to limit our pleasure.

So, the prospect of a full season of the of the British Historic Rally Championship in 2022 with a dedicated seven-round gravel schedule is glorious news. The absence of asphalt is perhaps a shame but unavoidable, but the BHRC core strength has always been on gravel.

From the Riponian in a month's time to the Carlisle Stages in October via four top-class Welsh events and the

fabulous Trackrod Historic Cup, it is a mega season and could just set up the hardest-fought BHRC of recent times.

Though a few details are yet confirmed, it is not hard to envisage Ben Friend, Nick Elliott, Adrian Hetherington, Simon Webster, Josh Browne, Alan Walker, Baz Stevenson-Wheeler and more making BDGs sing. Of course, young guns like Seb Perez and Rhys Yates would add tremendously to the spectacle.

The 2020 season was lost to Covid and last year ran to just three rallies, so seven top gravel rallies for the BHRC pack should make for a cracking season in the woods.

Paul Lawrence

THINGS THAT (MIGHT) GO BUMP IN THE NIGHT

There's something incredibly atmospheric about motorsport in the dark. Think Le Mans or Rally GB, for example.

In those scenarios though the cars have headlights, even lamp pods. One of the highlights of the domestic rallycross scene in recent years has been the British Rallycross Championship's

Nations Trophy night race at Lydden Hill, often collaborating with a bonfire night fireworks display, which will be the case again this year.

As rallycross cars have no lights, the Kent amphitheatre circuit gets illuminated by flood lights. Seeing rallycross Supercars in action after nightfall with brake discs glowing, exhausts spitting

flames and sparks flying from the underbody guards, is goose bump-inducing.

I've been lucky enough to experience that spectacle in the last two years both inside of a Supercar and standing trackside, and can say first-hand that a Supercar final, held at night, is no less mesmeric inside the car than it is outside.

And it's not only the Supercars that run in the dark, as all classes have track time in the unique setting. For fans, the Lydden event also boasts a host of activities for the whole family to enjoy, but none more so than the open and accessible nature of a rallycross paddock, with fans able to get up close to the cars and drivers.

Hal Ridge



Our man Hal Ridge knows all about racing under floodlights

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FEATURE

HOW MOTORBASE PERFORMANCE IS AIMING FOR THE BTCC STARS

*A dream team of Ash Sutton and Dan Cammish puts the squad in pole position for tin-top honours. By **Matt James***

Photos: Motorbase Performance, Jakob Ebrey



Sutton is excited about his prospects for 2022 season

In the coup of the British Touring Car Championship closed season, Motorbase Performance has thrust itself into the forefront of the 2022 competition.

It has signed a major commercial partner, recruited two top-line drivers and has bolstered the engineering strength behind the Ford Focus STs.

While Ollie Jackson and Sam Osborne will return for another season with the Wrotham-based operation, reigning champion Ash Sutton will partner with Dan Cammish in two further NAPA Racing-branded machines.

Along with that, Sutton will bring with him some engineering boffins who have helped him to the three title successes he already has under his belt. The prospects for the entire combination are lip-smacking.

Racer, businessman and enthusiast Pete Osborne took the reins at Motorbase at the start of 2021 and set about learning his way in the BTCC. He is the one that has pulled all the elements together for this fresh attack and he is bursting with pride.

He explains: "I had gone through the first year with my eyes open and saw what happened around the BTCC and saw where we want to go as a team and as a business going forward. I wanted to set out to be one of the top teams in the paddock."

Last year was a good one with race victories for Jake Hill in the MB Motorsport version of the Focus, but there was still more to be done behind the scenes. And Osborne went to the very top for some pointers, which ultimately led to the union he has been able to create now.

"I was having discussions with a couple of drivers – but not Ash Sutton," says Osborne. "In fact, I went to Ash for some advice on who I should pick for 2022. He said Dan Cammish would be a good choice, so I thanked him. Then a few weeks later Ash got in touch and said he wanted to do something different and wanted a new challenge. Ash asked if he could come and see us and liked what we had to offer."

Sutton had jumped from the BMR Subaru effort to the Laser Tools Racing squad in 2020, turned the Infiniti Q50 into a winner and was then looking around. Osborne's work behind the scenes had already landed a commercial partnership with NAPA, and Cammish was onboard as well. Sutton put pen to paper too in December to create one of the strongest line-ups on the 2022 grid.

Sutton explains what attracted him to the deal: "I got to know Pete over the course of the year and I saw that he was hungry and willing to go out and win. He wants to do all it will take, and that is very appealing. I know the guys from Motorbase and I had seen them around the paddock – they are all racers at heart. Having the support of NAPA too is incredible. That is one of the major bits that drew me in, and we have everything in place to go and win the championship."

"Now we have to put together a car to go out and deliver those results. When I jumped in the Infiniti, everyone looked at it and asked why I was doing that because it was an unproven package. I am used to getting hold of a programme and giving it my all and that is what I will do in 2022."

But Motorbase didn't only sign the champion, there was more in the

"I saw the hunger to win from the team"

Ash Sutton

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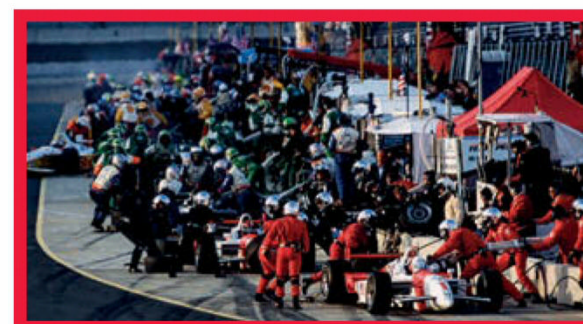
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FEATURE

background too. Over the course of his six years in the BTCC, Sutton has gathered together a tight-knit crew around him – and it has moved, en masse, to the Ford Focus team too.

Sutton reveals: “As well as my engineer, Antonio Carrozza, I have my number-one mechanic and also my data engineer. Those are three key people that I really rely on to maximise my performance. That is great for me, and Pete was keen to absorb those guys into his set-up and get the ball rolling. We can bring a little bit of title-winning experience with us.

“You hear of drivers taking an engineer with them, but I have come with more than that. There is a relationship between this group that I have been building this since I won my first championship [in 2017]. All these guys have been involved right from the start and if I strap myself in the car without one of those three people, I feel like I have lost a limb.”

After a recent trip to Motorbase HQ, boss Osborne knows that the amalgamation of the extra brainpower into the original set-up has already reaped rewards.

“The place was buzzing and one of the great things is that we have the guys that have come with Ash,” says Osborne. “Everyone is gelling. Sometimes you get it right when you put to groups of people together, but other times it can be like two halves. People said to me that Ash came with his own ‘team within a team’, but it hasn’t been like that at all. I have seen the opposite to that, everyone is encouraging each other.”

Osborne will also have the task of managing the drivers. After Sutton’s recommendation of Cammish, the pair will now race in sister machines and no quarter will be spared between the duo.

Cammish’s deal is one that has delighted the Porsche Carrera Cup champion and he is a driver who still feels he has things to prove in the BTCC. He came within 14 corners of winning the crown in 2019 when he was driving for Team Dynamics in a Honda Civic Type R, before being dumped by the team at the start of 2021 despite having a contract in his back pocket.

The enthusiasm of Motorbase immediately caught 32-year-old Cammish’s attention when the talks began in October last year. “The introductions were made, and I had a good chat with Pete,” remembers Cammish. “He told me what they were doing and where they were going. From the first time I spoke to him, I knew this was going to be a very good programme. I wanted to be part of it.

“There are some really good people in the team. It is really well supported as NAPA Racing and it is making progress in the right direction. It is on a trajectory for success, I believe. I think it is there or thereabouts when it comes to being a successful team. I hope that myself and Ash, with the engineering strength behind the team, can tip it over the edge into being that successful team.”

Sutton himself sees joining up with Cammish as a boost to both of their chances as they aim to turn the Focus ST into a title winner. Ever since the model was introduced into the category, it has been capable of winning races, but has come up short in terms of the overall silverware.

“One of the great things about this programme is having Dan alongside me,”



A one-off for Cammish in 2021 brought a podium finish at Thruxton



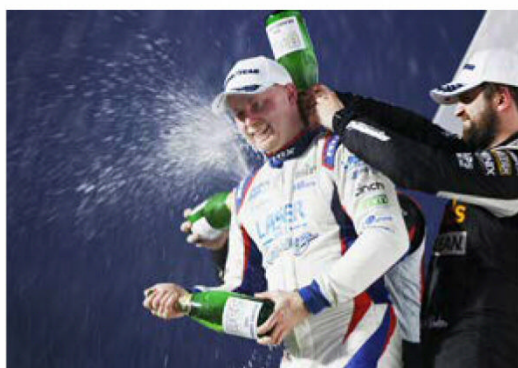
Ash Sutton turned the Infiniti Q50 into a championship winner in '21

says Sutton. “Having a team-mate like that with such pedigree will be great. He has missed out on the opportunity to prove himself in touring cars in terms of the title, but we know he is quality and bouncing back and forth ideas between me and him can only help.

“Dan is going to push me to unlock more of my potential and I am excited for that element as well. We have met a couple of times at Motorbase HQ. I have always respected him as a driver. We hadn’t spoken too much before this whole deal was announced but we are getting on well and the banter has already begun between us.”

Banter is all well and good, but the stopwatch can be the ultimate test. Cammish, although returning to the BTCC for the first time since a one-off with BTC Racing in a Honda Civic at Thruxton in May last year, is confident that the pairing can get the most out of each other as well as themselves.

Cammish says: “I was over the moon when I heard Ash was lined up to be joining the team, because I have always been of the opinion that if you want to be the best, you have to beat the best. I am not afraid of racing anyone, and that is part and parcel of the job. I am fortunate enough to be in a top team with a top team-mate. We are both driving the same car and we are both given the same opportunity. We want to represent the team and do the best job for NAPA Racing and for ourselves. Ultimately, the experience we will both bring will certainly push the team forward and we will worry about racing each other somewhere towards the end of the campaign hopefully. There are 30 other guys on the track we have to worry about first.



Sutton wants another crown



Cammish was agonisingly close to claiming BTCC title back in 2019



Pete Osborne (l) had Dan Cammish in his sights from mid-season



Dan Cammish (l) and Ash Sutton will spur each other on to get the most from the Motorbase Ford Focus

“The last few years I raced him in the BTCC, Ash was in a very different car to the type of car I was in. I am intrigued to see how he goes now and how I compare. From my side, I think it will be a very strong partnership and I think it will be absolutely fine. We get on well.”

Both of the drivers – as well as the commercial partner NAPA – have signed long-term deals with the Motorbase team. That is going to be vitally important as the BTCC enters its new hybrid future, with a new electric boost being adopted for 2022.

Consistency and a secure future is something that any racing driver craves (although Cammish *thought* he had that with Honda). And that longevity is something that Sutton has never really had before.

Bishop’s Stortford man Sutton said: “We had conversations with people up and down the grid, but no-one could offer what Pete Osborne has put on the table for me in terms of a fixed, locked in contract for a few years with such an iconic sponsor within motorsport behind it. They are technically a local team to me and the more we got talking, the more things fitted together. It just kept developing. Signing a long-term deal is such a nice element, I won’t be getting to the end of each year wondering how things are going or what is going to happen next.”

The blend is set in stone. The top-line drivers have been recruited and the technical boffins are burning the midnight oil to get the NAPA Racing Ford Focus machines ready for 2022.

Osborne says the combination of Sutton and Cammish will help push Motorbase Performance towards the objectives he had when he first took control.

“The driver ability is key, but Dan and Ash have both fitted in very well and both understand what we wanted to achieve as a team. They have bought into the vision and the passion to win.

“I am very honest and open with both the drivers and I give them 100% to get to where they want to be as drivers and to where I want to be as a team owner,” concludes Osborne. “There are a lot of good teams out there that will be challenging us, but now we have the drivers to take it to them. I just need to give them the car to take it to them now. I want to give them the best and we will go all out to achieve that.” ■

“We can both push the team forwards”

Dan Cammish

FEATURE



Wearden name is back on the stages

BRITAIN'S NEXT RALLYING STAR WITH A LEGACY TO FOLLOW

*Nathan Wearden has shown great promise on his first few rallies in 2021, but it's not the first time there's been a Wearden threatening to be the next big thing. By **Luke Barry***

Neil Wearden is perhaps a forgotten British rallying talent that slipped through the net in a period where the World championship's galaxy featured more UK stars than ever before.

Twenty years ago, in the wake of the 9/11 twin tower collapse, Wearden ran out of backing and his rallying journey was over on the spot. But now, there's a new kid on the block with big aspirations to further the Wearden legacy.

That kid is quite literally Neil's kid: Nathan. At the tender age of 18 years old, Nathan Wearden is a veteran of just five rallies in a humble Ford Fiesta ST, but his is a name that is likely to be far better recognised in the years to come. Why? Why not, with encouraging aptitude – first displayed in a kart just for a bit of fun – strong application and a father who knows the score and is keen to help guide his son?

Proud dad Neil tells Motorsport News: “Straight away I knew Nathan wasn't going to be a racing driver, he was going to be a rally driver. Because he'd turn the kart at 90-degrees around corners which obviously isn't the fastest way, but all he'd want to do is go sideways round every corner so luckily, that was all just for fun.

“I think my heart says I'm glad he's doing it because it's ingrained in us, even my dad got us interested in it for an early age,” he adds. “So I'm happy he's doing it but from the head perspective and the wallet perspective... we've just talked tonight before this call and he was enjoying watching snooker, and I said ‘to be fair Nathan get good at snooker

because you can earn a damn sight more money playing snooker than driving a rally car!”

Nathan's journey began only a matter of months ago, last July, at a rally trackday at Anglesey. Driving a Fiesta ST that had failed an MOT at the family garage, Neil was “taken aback with how quick he was going and how well he could control a car. And from that point I thought ‘I think we need to get him in a rally car’ because he was quite good.”

That first rally swiftly followed in a Fiesta ST rally car as Nathan entered the Pendragon Stages in late August. Since then, he's done one more asphalt event (Adgespeed Stages) as well as three in the woods: Greystoke, Malton Forest and Rallynuts Stages rallies.

“I wasn't 100% sure how it'd go from Nathan's point of view as regards how much he would enjoy it, but after he'd done his first event, straight away, I knew there was no turning back because he was absolutely buzzing,” says Neil. “Absolutely buzzing. Everybody talks about the bug, and he's got that straight away. From my point-of-view I

love it, absolutely love it. I love being part of it, love the team manager-type thing and working on the car. There's no pressure from my side, it's like doing a rally yourself but not having the pressure of actually competing so I quite enjoy that now in my stage of life.”

Nathan's transition into rallying once he was old enough hasn't followed the typical cliché of son growing around the service park as his father competes. Nathan was born in 2003, two years after Neil's career ended, and so quite incredibly he did all his learning of his dad's achievements – including victories for Vauxhall in the British Rally Championship and a partial 2001 World Rally Championship campaign – on YouTube.

“I was quite late on for doing motorsport because I started off going karting and we used to go to a little go-kart track in Preston near us and I was about 13,” Nathan explains. “From there I was sort of looking at some of the trophies around the house and was interested so I started looking at YouTube at what he'd done in his juniors and then in the British

championship and then it was when I was about 15 I properly started looking at what he'd done and asking questions about his early career and it made me want to follow in his footsteps if you will.”

He's absolutely glad he did too, because the feeling of going rallying has “massively” lived up to Nathan's expectations: “I remember queueing for Pendragon I was nervous, I was worried if I was actually going to enjoy it but as soon as I came out of the first stage I was completely hooked. I was absolutely loving it. I really enjoyed the Tarmac of Pendragon and I found it really challenging, and I was really nervous coming up to it but as soon as I set off it just became natural and I was really enjoying it. And then even more so when I started my first gravel rally and second-ever event, the forest rally in Greystoke, I enjoyed that even more. That car in the forest, I don't think anything beats it at the minute! I've got great motivation, working late nights to get the car ready knowing that I'll be able to fly in the forest with it. [I'm] proper, proper enjoying it.”

The ability for Nathan and Neil to do it

together as father-son only heightens the pleasure. Neil has been at all of Nathan's events so far, either as the team manager or as a driver himself in his own Hyundai i20 in the cases of Greystoke and Malton Forest. Sharing the stages with his father is something Nathan labels “pretty cool” but Neil describes as “difficult”.

“On Greystoke obviously it was his first gravel rally but I was going through the stage and finding obviously places where maybe I'd had a moment or there's been a load of standing water and it's upset the balance of the car or whatever, and after I've finished that stage I've seen Nathan in the queue to go into the stage and the father side of things kicks in and I just want to stop, get out and say ‘right Nathan, be careful with that, be careful with this,’” explains Neil. “But I've got to let him find those things himself. When we're [both competing] on the event it's very difficult to actually get to speak to each other for a long period of time. When I'm looking after him, that's where you get the proper father-son relationship and I can pass on my knowledge.”

“I'm always learning from him,” Nathan adds. “Because we've got the garage, I've always been working there part-time and always asking about his career, and even when we've been going karting he's been teaching me lines and teaching me the craft of driving on a track and moving onto rallying, and when we went in a rally car he'd teach me all the driving techniques and all the ways to take corners so it's been a massive help having him to help, talk to and teach me. It's been a massive help to be able to lean on him.”

Nathan's first real chance to see how much that help has benefited him comes



Wearden Junior's style marked him out as destined for the stages

“Rallying is ingrained in our family history”

Neil Wearden

Photos: Motorsport Images, Jakob Ebrey



Wearden Senior has been back out on events in 2021



Aiming for the top: Wearden has WRC as goal, despite long odds

NEIL vs NATHAN WEARDEN: WHO IS FASTER?

“Ooh, that’s a good question,” ponders Neil Wearden. MN has just asked him who he thinks is currently faster between himself and his son Nathan. At 18, Nathan isn’t interested in as much diplomacy: “Me!” he laughs. “Not really, I think I’ve got a bit more learning to do yet.” It’s ultimately a moot point as dad and lad are never going to be like-for-like rivals, but it’s interesting to wonder nonetheless given Neil has clearly displayed his talent over the years but has taken lengthy breaks since his professional career dried up and openly admits he doesn’t “enjoy the driving as much as I did.” Nathan meanwhile is fast and at that age where fear doesn’t register but is short on experience. “I honestly don’t think he’s far behind me,” Neil reckons. “Experience counts doesn’t it, massively. Nathan’s got the skill level and the reaction times and the no-fear type thing, I definitely start to think about things more. Maybe not on an event if I’m honest, you get in that little bubble [but] I think about things before and after now, but when you’re in the car probably not so much. But I think that’s just that in-built ability to block



Son wants to take on dad...

everything out I guess. But pop us in the same car, I don’t think it’ll be too far before he’s knocking me off. He’s certainly got the talent.” The only way to solve this is to both have a run in the same car one day, right? “Maybe a bit later on,” Nathan cautions, “maybe after the championship when I’ve got a few more rallies [experience]. But the only thing I’m faster than him in the minute is the Rotax [kart], but I think that’s just because I’m a little 18-year-old, weight has a bit of a factor there. Maybe at the end of the championship we’ll have a run in the ST and see where we’re at. At the moment I think he’s got too much experience to compete with just yet.”

this year in the Fiesta ST Trophy, one of few one-make series still in existence in the UK. Neil took advantage of the Peugeot Masters series in the mid ’90s to launch into the BRC so, unsurprisingly, is a great believer in this format of rallying – even if the manufacturer support that once came with one-make championships has fizzled out. “It’s a good gauge, that’s what I’ve always said,” Neil says. “You’re all in the same car, and there’s not many I don’t think, there might be seven or eight that are talking about doing it, but I know on Rallynuts – with a co-driver who’d never read pacenotes in his life – Nathan was immediately on their pace. Now that to me speaks volumes; [he’d] never done Sweet Lamb, Myherin ever in his life, new co-driver and [he was] on the pace.” “I’m definitely looking forward to doing the championship,” Nathan interjects. “When I just did Rallynuts, even though there were only three other STs doing it, even that slight competitiveness with them was great, I really enjoyed the competitive side and knowing they had the exact same cars and it was just us as drivers competing as talent. That really gassed me up for next year, it’ll potentially be even more of a buzz doing it on multiple rallies.” But what’s the end goal in all of this? Although an exceptional case, Kalle Rovanpera was already in the WRC at Nathan’s age and had been rallying for four years by then. Can this realistically ever become a career for Nathan, or is it destined to be just a hobby from the get-go? Father and son don’t quite see eye-to-eye on this one. “I timed everything perfectly so when I

first started my career in that Ford Escort Mk2 in ’91 I had no aspirations to go on and be Vauxhall works driver, obviously everybody has that dream,” Neil reasons. “Nathan always talks about ‘I’m going to be World champion one day’ and I smile at him and say, ‘that’s alright, well done.’ But in reality it’s just so, so difficult – you’ve got to be in the right place at the right time. And nowadays you’ve just got to have massive, massive funding behind you.” Nathan’s more ambitious verdict: “Well I’d like to hope one day it’s a career but at the minute I’ve just started an apprenticeship at BASystems – that’s like a good, dependable, long-lasting career. But we all have hopes and dreams and that’s definitely my dream, to end up as a WRC driver. But like my dad’s already said, the chances of getting up to that top level are quite slim but it’s definitely a dream career to be up there.” Either way, 2022 is likely to be an exciting year for the Weardens. While Neil will continue to “just pick and choose” his own outings – with a keen eye on the North West Stages and Jim Clark Rally in particular – the opportunity for Nathan to have a concerted programme should allow him to become far more recognisable than his under-the-radar debut half-season in 2021. And as if he needed more motivation to perform, his dad has dangled a carrot. “If he does well, he’ll get a prize drive in the Hyundai on a rally,” reveals Neil. “I might live to regret that [but] I can also change the goalposts quite easily! I haven’t decided what doing well actually means yet, I’ll gauge that myself.” Is that challenge accepted, Nathan Wearden? ■



Neil Wearden was a frontrunner in national rallying during its most competitive years back in 2000

YOUNG DRIVER COLUMN

McKENZY CRESSWELL



The 15-year-old who topped British F4's 2021 winners' chart is stepping up to GB3

Photos: Jakob Ebrey

It was a big weight off my shoulders to confirm I'll race in the GB3 championship this season with Chris Dittmann Racing, and that I have the chance to go into such a prestigious and historied team.

We were always looking at GB3 to step up to from British Formula 4 because there have been so many good drivers come through GB3 and it gets great exposure, has great cars and it's great tracks. And CDR has a very structured and collaborative environment; it is a great atmosphere within the team. I feel I'll really progress as a driver with them.

I've done a few days' testing of a GB3 car with a few different teams. The car is so different to what I'm used to and was a big shock the first time I drove it. My first day was wet so the first time I put the power of down it felt very different: it was a lot more powerful; a lot more grip. It's a completely different animal.

It's so nice to drive, it's a great car and with the new car coming into GB3 this year it's going to shake things up but I'm pretty confident that Chris Dittmann will get on top of it quickly.

My driving style is very smooth on the wheel and hopefully that suits the GB3 car, with the high downforce. Plus the fact that it's a new car, everyone's going to be on a level playing field and I'm hoping that it's going to be a really tight season and that no one team dominates. I'm up for it.

It's a very important year for my career. I really need to secure the backing for the years afterwards and this year is going to be vital for that, so I'm just going to try to put in the results and then hopefully everything else falls into place.

I made my car racing debut in 2021 in British F4 with JHR Developments, and the step from karting was a lot easier than I thought. Straight out of karts I wasn't really expecting to be on the pace right away but I kept building up and getting faster and faster and then at the end of



Cresswell has sealed deal to step to the GB3 championship this year driving for Chris Dittmann Racing

the season I was one of if not the fastest on the grid. We didn't get the championship, we finished third, but overall we can be very proud of what we achieved.

I'm still working on racecraft, that's one thing that I've struggled with in my career: pushing too hard in one race and then not hard enough in another. Some of my strengths are consistency and smoothness with the car; that's where I got my wins last year, once I was out in front it's just putting in the good consistent laps. You're always trying to better yourself as a driver, but I definitely came a long way in 2021.

There's a lot to learn coming straight out of karts to cars. You have a gearbox, you've got downforce, also karts you use your bumpers to get the other kart out the way, whereas the F4 car obviously you can't do that. But it's so much more fun to drive than a kart and I'm really glad that I made the step up.

My first British F4 win at Oulton Park, at the end of July, was a weight off my shoulders and then more wins started coming and in the end I finished with six wins, more than anyone in the season.

My confidence went up massively during the season and you get better as a driver. It just all started to click and I felt more comfortable in the car. I started to claw back the championship points; I didn't quite get there in the end but if I had driven like I did in the final four rounds of the season at the start of the season then I think I would have been closer to the front.

My dad has been watching Formula 1 forever, and some of my earliest memories are sat next to him on the sofa watching the F1. While I was born in the UK I grew up in Austin, Texas, and when F1 came to Austin I remember going to my very first race weekend there seeing Sebastian Vettel in his Red Bull in the Friday practice. That got me into racing and now I'm hooked.

Driving in F1 is my goal, but I've thought about other plans like IndyCar or the World Endurance Championship. But if racing doesn't work out I'd love to run a race team, or even being a mechanic for a race team, I just love the sport so much. I love being around race cars, I love competing even if I'm not in the car, I want to be in motorsport.



Cresswell developed a lot during his debut 2021



The wins flowed for Cresswell late last year

"I kept getting faster and at the end of the season I was one of the fastest out there"

WHAT'S ON

YOUTUBE



Relive some of Hamilton's most memorable moments to celebrate his birthday

In something that may surprise, tomorrow (Friday) the ever-youthful seven-time Formula 1 World champion Lewis Hamilton turns 37 years of age. And as you'd expect there's plenty that's Hamilton related on YouTube to mark his birthday, but the official F1 YouTube channel has done us a favour by gathering a rundown of Hamilton's top-10 best moments. Narrowing down to even 10 best from Hamilton's glittering repertoire isn't easy, yet the 10 picked bring home his range in attack and

defence; dry and wet (and all that's in between). It all amounts to over 17 minutes in memory lane. You can watch it at: youtube.com/watch?v=we4VBW99LoU or by searching: 'Top 10 Moments of Lewis Hamilton Brilliance'. Of course, some of the selections are well-trodden, such as Hamilton announcing himself to the F1 world at Melbourne's first turn in 2007 and him trouncing the field at a wet Silverstone the following year. But there is still room for a few you might have forgotten. These include fine against-

the-odds wins at the Nurburgring in 2011 and the Hungaroring in 2013, plus in 2020 in conditions more suitable for power boating claiming pole from Max Verstappen at the Red Bull Ring. By 1.2 seconds. While for another significant anniversary, 45 years ago on Sunday the 1977 F1 season kicked off at Argentina's Buenos Aires circuit. And Jody Scheckter for Wolf achieved a rare feat of taking F1 victory on a constructor's debut. And YouTube offers a glimpse, thanks to the AP Archive. It doesn't entirely



Scheckter's win for Wolf in 1977 was unexpected

stand up as a guide to how the race was won, the footage instead is somewhat a mish-mash. But it's no less captivating for that as across the nearly 10 minutes it captures the sights and sounds of mid-1970s F1, with its wonderful variety of machinery, in front of a packed expectant crowd. John Watson's screaming Brabham-Alfa and newly crowned champion James Hunt in his McLaren M23 lead early, then the Brabhams run in 1-2 formation with Watson's team-mate Carlos Pace in first. But all falter in an attritional

race in intense Argentinian mid-summer heat, and the consistent Scheckter, who'd started well down, takes the flag. The crowd receives winner Scheckter enthusiastically, but reserves its fervour for third-placed home hero 'Lole' Carlos Reutemann, making his full-time Ferrari debut. He subsequently got his own visit to the rostrum. You can watch all this at: youtube.com/watch?v=QBZIJOLMtZ4 or search for '1977 Argentine Grand Prix'. **Graham Keilloh**

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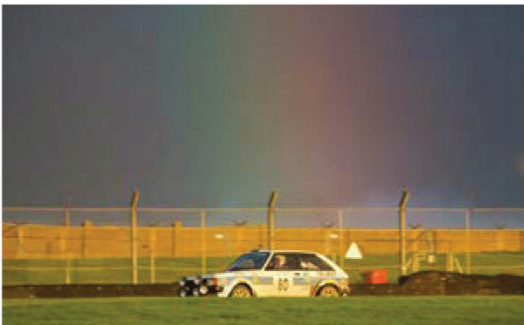
Richard Salisbury's shot captures the atmosphere of the R.A.C.



R.A.C. fun from Bob Sketchley



Dean Chilvers was in Abu Dhabi



David Harbey's colourful shot



Walter Hayes, by Peter Atkins

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OUT THURSDAY, JANUARY 13 2022

READERS' Q&A: JONATHAN LEWIS

The legendary team boss and Mini racing marvel tackles the MN readers posers



WHEN FORMULA 1 NEARLY IMPLoded

Forty years on, we look back at the 1982 drivers' strike



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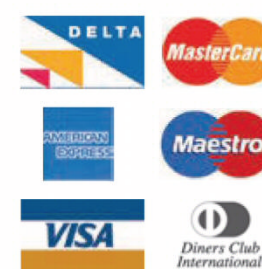


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Important

The publishers reserve the right to refuse advertisements and do not accept liability for clerical or printers errors.
Terms for approved accounts strictly net within 30 days. The advertiser's name and address must accompany all advertisements, whether for publication or not.
Any advertisement received too late for publication and any advertisement received too late for inclusion in the current issue will automatically be inserted in the next available issue.

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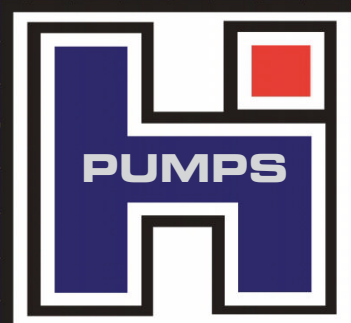
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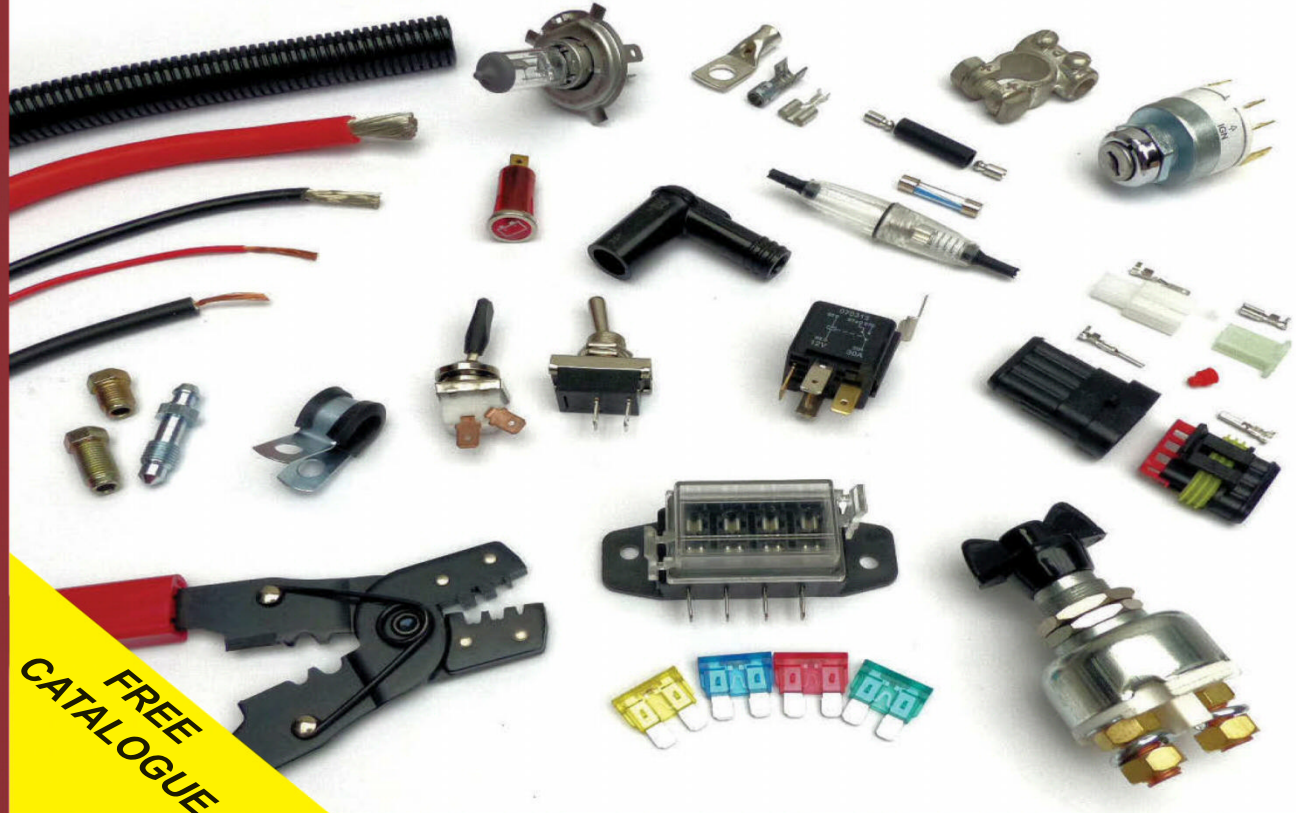
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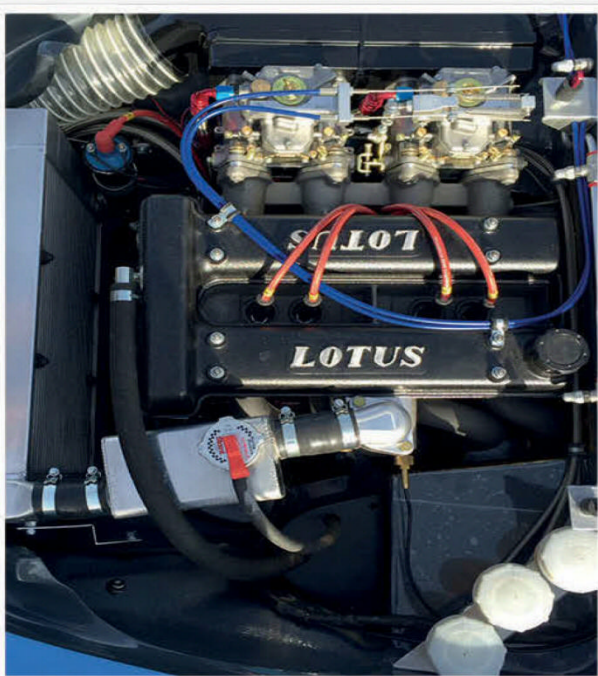
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1972, £39,995. Elan S4 SE. in Ford Sunburst red over White. Registered 17.05.1972. 5 previous owners. 150 bhp Vegantune Engine, Dellorto carbs, Electronic Ign, Galvanised uprated chassis, Nickel plated tube steel front suspension arms, Servo Brakes, Aeroquip brake hoses, 14x Leather covered steering wheel etc Recent work includes 4 brand new tyres, full polybush kit and new uprated driveshaft rubber donuts. Please call 01636 812700, East Midlands. (T) 111890

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